THE

North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.

H. M.'s Legation, Shanghai, 22nd June, 1860.

E. Sr. JOHN NEALE,
Secretary of Legation.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ in China, of all Notifications proceeding from Her Britannic Majesty's Legation and Consulates in Japan.

H. B. M.'s Legation, Yedo, 20th July, 1861.

LAURENCE OLIPHANT,
Secretary of Legation.

VOL. XV., N°. 738. SHANGHAI, SATURDAY, SEPTEMBER 17, 1864. PRICE, TAELS 15 ₱ ANNUM.

INTIMATIONS.

CONSULATE GENERAL OF THE UNITED STATES.
Shanghai, July 9th, 1864.

To D. LEROY, *Absconding Debtor.*

WHEREAS, A. E. ROSENTHAL, Esq., member of the firm of Messrs. BLUM, BROTHERS & Co., of Shanghai, personally appeared before me, GEO. F. SEWARD, *United States Consul General*, and made Oath that the firm now or lately doing business in Shanghai, under the name of DUNN & Co., whereof you are a member, is indebted to said firm of BLUM, BROTHERS & Co. in the sum of dollars 2638.50.

Therefore you are hereby notified, that your property in the hands of Messrs. ANGEL & Co. of Shanghai, is attached for the payment of said debt, with interest and costs, and that unless you appear before me within six months from this date, to answer in a suit commenced against said firm of DUNN & Co. by Messrs. BLUM, BROTHERS & Co. to recover said sum, Judgment will be given against you, for said sum, litterest and costs.

GEO. F. SEWARD,
U. S. Consul General, Actg. Judicially.

30jy-65 483

Estate of Rt. Rev. WM. J. BOONE, *deceased.*

ALL persons having claims against, or who are indebted to the above Estate, will please communicate with the undersigned, on or before the 15th October.

H. W. BOONE,
Executor.

15oc 501 Shanghai, 9th Sept., 1864.

NOTICES OF FIRMS.

NOTICE.

WATSON, CLEAVE & Co. from ALLEN & HANBURY'S of London, and Messrs. DUNCAN & POCKNEY'S, of Edinburgh, beg respectfully to announce that they have commenced Business as Chemists and Druggists, in the *Nankin Road*, near the Bund, and are prepared to give great attention to every department of the trade.

All Prescriptions will be carefully prepared under the immediate superintendence of Mr. CLEAVE, late of Messrs. ALLEN & HANBURY'S and of the Hongkong Dispensary.

Hong Name,
大藥房 *Ta Yo Fong.*

tf 496 Shanghai, 16th Aug., 1864.

NOTICE.

MR. EDWARD CHARLES ESSEX is authorized to sign our Firm in China.

GEO. BARNET & Co.

20oc 492 Shanghai, 19th Aug., 1864.

NOTICE.

ON the first of May 1864, Mr. JOHN BROADHURST TOOTAL was admitted a partner in the business of the undersigned in China.

NICHOL LATIMER & Co., Shanghai.
LATIMER LITTLE & Co., Kiukiang.

tf 467 Shanghai, 6th June, 1864.

NOTICE.

MR. JAMES HANSON WRIGHT and Mr. WILLIAM STRACHAN MCLEAN are this day admitted Partners in our Firm in China.

DOW & Co.

1oc 459 Shanghai, 1st July, 1864.

NOTICE.

THE Undersigned has this day established himself as a *General Broker, Auctioneer and Commision Merchant* at this port.

JOHN THORNE,
公和 *Kung-ho,*

tf 435 Shanghai, 12th March, 1864.

NOTICE.

THE Undersigned (in the absence of Mr. ALBERT ROBINSON, M. Inst., C. E.) having been appointed Agents for Messrs. RANDOLPH, ELDER & Co., Engineers and Shipbuilders, Glasgow, are prepared to give full particulars concerning the cost of Steamers, Steam Dredging Vessels, Screw Pile Wharves, &c., and to contract for same at home prices.

Plans, models, and specifications of the above can be seen on application.

GLOVER & Co.

tf 434 Shanghai, 18th May, 1864.

NOTICE.

THE interest and responsibility of Mr. DUNCAN FLETCHER in our Firm ceased on the 30th June, 1864.

Mr. WALDEMAR SCHMIDT, Mr. JAMES GILFILLAN, Mr. ALEXANDER DOWNIE and THOMAS MURDOCH DRYSDALE are this day admitted Partners in our Firm.

Our Firm now consists of Mr. ARCHIBALD CAMPBELL, Mr. WALDEMAR SCHMIDT, Mr. JAMES GILFILLAN, Mr. ALEXANDER DOWNIE, and Mr. THOMAS MURDOCH DRYSDALE.

FLETCHER & Co.

1oc 466 Shanghai, 1st July, 1864.

NOTICE.

MR. HANS PETER HANSSEN is this day admitted a Partner in our Firm.

DENT & Co.

1oc 460 Shanghai, 1st July, 1864.

NOTICES OF FIRMS.

NOTICE.

WE have this day established ourselves at this place, as *Public Silk Inspectors and General Commission Merchants*, under the style and firm of MAERTENS, LATHAM & Co.

AUG. H. MAERTENS.
THOS. STANLEY LATHAM.

8jy-65 470 Shanghai, 1st July, 1864.

NOTICE.

I HAVE this day admitted Mr. R. H. BALDWIN as Partner in my business, which will in future be carried on under the style of J. H. WIGNALL & Co.

J. H. WIGNALL & Co.

tf 418 Shanghai, 19th April, 1864.

NOTICE.

MR. JOHN GEORGE DUNN is this day admitted a Partner in my Business, which will in future be carried on under the style or firm of REID & Co.

DAVID REID.

tf 331 Shanghai, 1st Jan., 1864.

NOTICE.

WE have established a Branch Office in Hankow.

WHITFIELD & KINGSMILL.
Civil Engineers & Architects.

tf 149 Shanghai, June 17th, 1863.

NOTICE.

I have this day admitted MR. J. W. WOOD a Partner in my Business, which will in future be carried on under the Style and Firm of CERRUTI, WOOD & Co.

G. E. CERRUTI.

tf 362 Ningpo, 10th February, 1864.

NOTICE.

THE Undersigned begs to notify that he has commenced business as *Public Tea Inspector and General Commission Agent.*

W. B. KINNEAR.

tf 452 Foochow, 10th June, 1864.

NOTICE.

I have established myself at this port as *Public Tea Inspector & Commission Agent.*

E. HENRY HOW.

tf 412 Foochow, April 1st, 1864.

NOTICE.

I have this day established myself at this Port as *Merchant & General Commission Agent*, under the firm of LINCKER & Co.

A. G. LINCKER.

21ja-65 474 Swatow, 1st July, 1864.

NOTICE.

THE Undersigned have this day established a Branch of their business, as *Merchants and Commission Agents*, at this Port under the management of Mr. WILLIAM ADAMSON.

THE BORNEO COMPANY "LIMITED."

tf 218 Hongkong, 1st August, 1863.

NOTICE.—Mr. WILLIAM BEAN is authorised to sign our Firm per procuration.

INNES & Co.

3oc 498 Hankow, 1st Sept., 1864.

NOTICE.

WE have this day established a branch of our firm at Kiukiang under the management of Mr. W. F. B. SAMS who is authorised to sign our firm.

INNES & Co.

tf 457 Hankow, 1st July, 1864.

NOTICE.—MR. EMIL HAGELSTANGE has this day been admitted a partner in our firm.

ALEXANDER ALISCH & Co.

8oc 500 Tientsin, 14th August, 1864.

NOTICE.

WE have established a branch of our Firm at Chefoo, and Mr. J. D. THORBURN will sign our Firm per procuration at that place.

MEADOWS & Co.

tf 297 Tientsin, 2nd November, 1863.

NOTICE.

Agents for Lloyds at Chefoo.

THE Undersigned have been appointed Agents for Lloyds at this port.

FERGUSSON & Co.

29oc 494 Chefoo, 1st Aug., 1864.

NOTICE.

I HAVE established myself at this Port as *Merchant and General Commission Agent* under the style of DETMERING & Co.

W. DETMERING.

tf 260 Chefoo, September 1863.

NOTICE.

THE Interest and Responsibility of Mr. LUDWIG WIESE in our Firm ceased on the 31st of December last.

Our Firm now consists of GEORG THEODOR SIEMSSEN, residing at Hamburg, WOLDEMAR NISSEN, RUDOLPH REINSES, GEORG WILHELM SCHWEMANN, FRIEDRICH ADOLPH JOOST and EMIL BRUNCKOW.

SIEMSSEN & Co.

24se 383 China, 26th March, 1864.

NOTICES OF FIRMS.

NOTICE.

THE interest and responsibility of Mr. P. J. BATTEKE in our firm ceased on the 30th June, and Mr. W. H. ARETZ was admitted a partner on the 1st instant.

TEXTOR & Co.

20oc 493 Yokohama, 8th Aug., 1864.

NOTICE.

I HAVE this day established myself in Yokohama as a GENERAL COMMISSION AGENT, under the Firm of R. LINDAU & Co.

R. LINDAU.

24se 456 Yokohama, May 15th, 1864.

NOTICE.—The interest and responsibility of the late EDWARD BIGBY in our firm ceased on the 31st December, 1863.

ROSS BARBER & Co.
Japan, 20th August, 1864.

NOTICE.—MR. JAMES CAMPBELL FRASER WAS admitted a Partner in our Firm on the 1st January, 1864.

ROSS BARBER & Co.

3de 499 Japan, 20th August, 1864.

NOTICE.

WE have this day established ourselves at this Port as *Merchants and Commission Agents* under the style and firm of STRACHAN & THOMAS.

W. M. STRACHAN.
T. THOMAS.

Yokohama, 1st July, 1864.

WITH reference to the above I beg to give notice that from this date my business at this Port will be carried on under the style and firm of STRACHAN & THOMAS.

T. THOMAS.

tf 458 Yokohama, 1st July, 1864.

NOTICE.

MR. MARON is from this day authorized to sign our Firm *per procuration* in China and Japan.

PAJARD SCHAUWECKER & Co.

tf 438 July 9th, 1864.

NOTICE.

MR. WALTER MILLER NORTON is this day admitted a Partner in our firm.

ALT & Co.

29oc 477 Nagasaki, July 1st, 1864.

JOHN POOK,
Commission Agent
4, LIME STREET SQUARE,
LONDON,
E. C.

tf

INSURANCES.

ALLIANCE FIRE ASSURANCE COMPANY.

Capital £5,000,000 Sterling.

President:

Sir MOSES MONTEFIORE, Bart., F.R.S.

Board of Direction:

JAMES ALEXANDER, Esq., (Alexander, Fletcher & Co.)
C. J. BARNETT, Esq., (Barnett, Hoare, Barnett & Co.)
G. H. BARNETT, Esq., Glympton Park, Woodstock.
BENJAMIN COHEN, Esq., New Court.
JAMES FLETCHER, Esq., (Alexander, Fletcher & Co.)
WILLIAM GLADSTONE, Esq., (Thomson, Bonar & Co.)
G. J. GOSCHEN, Esq., M.P., for the City of London, (Fruhling & Goschen.)
SAMUEL GURNEY, Esq., M.P. for Penryn and Falmouth.
JAMES HELME, Esq., Director of the Provincial Bank of Ireland.
SAMPSON LUCAS, Esq., (Lucas, Micholls & Co.)
ELLIOT MACNAGHTEN, Esq., Director of the Provincial Bank of Ireland.
THOMAS MASTERMAN, Esq., Collingwood House, Brighton.
J. M. MONTEFIORE, Esq., Director of the Provincial Bank of Ireland.
Sir ANTHONY DE ROTHSCHILD, M.P., for the City of London.
THOMAS C. SMITH, Esq., 23, Oxford Square, Hyde Park.

ASSURANCES on buildings and contents, accepted at lowest current rates. Losses promptly and liberally settled.

JARDINE, MATHESON & Co.,
Agents in China.

tf 437 Shanghai, 20th May, 1864.

LIVERPOOL AND LONDON FIRE INSURANCE COMPANY.

THE Undersigned are authorized to grant Policies against Fire on Buildings or their Contents to the extent of £20,000 at this Port and Hankow, and to £10,000 at Tientsin and Kiukiang, also on approved Chinese Buildings to the extent of £5,000.

DOW & Co.

31de 325 Shanghai, 1st January, 1864.

INSURANCES.

THE HONGKONG AND SHANGHAI BANKING COMPANY. (LIMITED.)

CAPITAL...$5,000,000,
In 20,000 Shares of $250 each.

TO BE INCORPORATED BY CHARTER.

Provisional Committee.

Hon. F. CHOMLEY, Esq., (Messrs. Dent & Co.)
A. F. HEARD, Esq., (Messrs. Augustine, Heard & Co.)
THOMAS SUTHERLAND, Esq., (Superintendent P. & O. S. N. Co.)
G. F. MACLEAN, Esq., (Messrs. Lyall, Still & Co.)
DOUGLASS LAPRAIK, Esq.
W. NISSEN, Esq., (Messrs. Siemssen & Co.)
H. B. LEMANN, Esq., (Messrs. Gilman & Co.)
W. SCHMIDT, Esq., (Messrs. Fletcher & Co.)
ARTHUR SASSOON, Esq., (Messrs. David Sassoon, Sons & Co.)
ROBERT BRAND, Esq., (Messrs. Smith, Kennedy & Co.)
PALLANJEE FRAMJEE, Esq., (Messrs. P. & A. C. Camajee & Co.)
WM. ADAMSON, Esq., Manager, Borneo Company Limited.)
GEO. J. HELLAND, Esq., (Messrs. John Burd & Co.)
RUSTOMJEE DHUNJEESHAW, Esq., (Messrs. P. F. Cama & Co.)

Counsel.

E. H. PALLARD, Esq.

The Scheme of a Local Bank for this Colony with Branches at the most important places in China, has been in contemplation for a very long period.

The local and foreign trade in Hongkong and at the open ports in China and Japan has increased so rapidly within the last few years that additional Banking facilities are felt to be required.

The Banks now in China being only Branches of Corporations whose head quarters are in England or India, and which were formed chiefly with the view of carrying on exchange operations between those countries and China, are scarcely in a position to deal satisfactory with the local trade which has become so much more extensive and varied than in former years.

This deficiency the Hongkong and Shanghai Banking Company will supply, and will in fact assume the same position with relation to this Colony as the Presidency Banks in India, or the Banks of Australia in their respective localities.

The Establishment of a Mint in Hongkong, providing an adequate supply of proper currency, will render a local Banking medium essential to carry out its operations, and the almost certain disappearance of the existing Compradoric system (so far as money is concerned) will also ensure Banks becoming in course of time the exclusive medium for the transaction of the monetary operations connected with trade.

For the anticipated success of this enterprise [illegible] ample grounds; and the great prosperity which has attended the working of other local associations in China clearly shows that the largest profits are obtained by those Public Companies which possess an interested local body of Proprietors or Shareholders whose support naturally forms a chief element of remunerative success.

The Bank will commence operations simultaneously in Hongkong and Shanghai and as the importance of its business at the latter place must be very great, it is intended to establish a local Board of Directors there for more effectually meeting the work. As circumstances render it advisable the Bank will establish Branches at other places.

In the distribution of Shares, Hongkong and Shanghai will equally participate. Shares will also be reserved for the other ports in China and Japan and for persons residing elsewhere, who are directly interested in the China Trade.

Applications for Shares must be addressed until further notice, to the Provisional Committee, care of

Messrs. DENT & Co.

tf 486 Shanghai, 3rd August, 1864.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY INCORPORATED BY ROYAL CHARTER AND ACT OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.

For further particulars apply to

GILMAN & Co.

tf 417 Shanghai, 23rd April, 1864.

NORTH-CHINA INSURANCE COMPANY.

THE undersigned, as Agents for the above Company, accept Risks on produce shipped from this Port to Shanghai, Amoy, Foochow, Swatow and Hongkong.

MAITLAND, BUSH & Co.
Hong name—Wha-hee.

tf 370 Newchwang, January 1864.

EASTERN MARINE INSURANCE COMPANY, REGISTERED.

THE business of this Company has been transferred to THE HOME & COLONIAL ASSURANCE COMPANY, LIMITED who will settle all claims on policies issued by the first named Company.

TURNER & Co.,
Agents.

tf 479 Shanghai, July 26th, 1864.

INSURANCES.

China Fire Insurance Company.

Subscribed Capital Tls. 2,000,000

In 400 Shares, of Taels 5,000 each.
Paid up Capital Taels 200,000.

DIRECTORS.

F. B. JOHNSON, Esq., (Messrs. Johnson & Co.) *Chairman.*
H. H. WIGGINS, Esq., *Manager Commercial Bank of India.*
F. HENDERSON, Esq., (Messrs. Jarvie, Thorburn & Co.)
F. PORTER, Esq., (Messrs. Gibb Livingston & Co.)
J. THORNE, Esq. (Messrs. Thorne Bros. & Co.)
GEORGE TYSON, Esq., (Messrs. Russell & Co.)

AGENCIES are established at the several Ports in China and Japan.

L. JOSEPHS,—*Secretary*

tf 320 Shanghai, 22nd Aug., 1864.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING,
INCOME—THREE HUNDRED THOUSAND POUNDS PER ANNUM.

TRUSTEES:

JOHN SHAW LEIGH, Esq. | JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*
RALPH BROCKLEBANK, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.

Premiums are payable in drafts at 30 days sight (favor of PERCY M. DOVE, Esq.)

BOWER, HANBURY & Co,
Agents for Shanghai.

tf 295 Shanghai, 21st Nov, 1863.

SUN FIRE OFFICE.

LONDON
Established in 1710

Managers:

WILLIAM HAMILTON, Esq.,
Chairman & Treasurer.
CHARLES B. FORD, Esq.,
Deputy Chairman.

The Right Hon. W. M. BERESFORD, M.P.
The Hon. P. PLEYDELL BOUVERIE.
HARRY CHESTER, Esq.
SAMUEL PEPYS COCKERELL, Esq.
RAIKES CURRIE, Esq., M.P.
JOHN DRUMMOND, Esq.
RUSSELL ELICE, Esq.
WILLIAM FRANKS, Esq.
Capt. H. G. HAMILTON, R.N.
JOSEPH HUME, Esq.
FELIX LADBROKE, Esq.
H. P. SHAW LEFEVRE, Esq.
HENRY LITTLEDALE, Esq.
GEORGE WEADE NORMAN, Esq.
BRICE PEARSE, Esq.
CHARLES RICHARD POLE, Esq.
LAMBERT POLE, Esq.
CHARLES RANKEN, Esq.
HENRY RICE, Esq., M.P.
JOHN SHEPHERD, Esq.
HENRY STUART, Esq., M.P.
C. GEORGE THORNTON, Esq.

THE MANAGERS of the SUN FIRE OFFICE London, beg leave to inform the British and Foreign Residents at Shanghai that they have constituted and appointed the undersigned as their Attorneys, to issue POLICIES OF INSURANCE against FIRE on BUILDINGS, Goods, MERCHANDIZE, and other property, at those places

Full particulars of Rates, &c., may be obtained on application to

LINDSAY & Co.

tf 108 Shanghai, January 1st, 1863.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above named Company are prepared to issue Policies of Insurance against Marine Risks to the Extent of Forty Five Thousand Mexican Dollars (Mex. $45,000.) payable in either London or Amsterdam or any of the principal ports in India and China.

HAGEMEYER & Co.

25jy-65 185 Hankow, 9th July, 1863.

AUSTRALIAN FIRE, LIFE, AND MARINE INSURANCE COMPANY.

(Liability Limited.)
MARINE DEPARTMENT.

THE Undersigned having been appointed Agents in Shanghai for this Company, are now prepared to issue Policies on Marine Risks only, on the usual terms.

Losses can be made payable in Shanghai, Hongkong, Calcutta, Melbourne, or London

AUGUSTINE HEARD & Co.

tf 308 Shanghai, 4th December, 1863.

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NEW ADVERTISEMENTS.

NOTICE.
CONSULATE GENERAL OF SWEDEN AND NORWAY.

SHANGHAI, *September 13th*, 1864.

THE Undersigned having been appointed Consul General in China for His Majesty the King of Sweden and Norway, has this day entered on the duties of his office.

F. B. FORBES,
Consul General.

15oc 504

NOTICE.
SHANGHAI GENERAL CHAMBER OF COMMERCE.

THE Annual General Meeting of the above Chamber will be held at the Shanghai Library on *Friday, the 23rd inst.*, at 2 o'clock P.M.

By Order of the Committee.

WALTER PEARSON,
Secretary.

o 505 Shanghai, Sept. 14th, 1864.

NOTICE is hereby given that on the 30th of April last, Mr. ENOCH REISS and Mr. ISAAC REISS retired from our firm and Mr. FRIEDERICH REISS was admitted a partner.

REISS & Co.

8oc 506 Shanghai, Sept. 15th, 1864.

NOTICE.

MR. CLAUDE AUGUSTUS REES, is authorized to sign my name per procuration from this date.

F. R. GAMWELL.

17dc 507 Shanghai, Sept. 10th, 1864.

NOTICE.

THE Copartnership, in the Banking business heretofore existing between EUGENE KELLY, of the City of New York, and JOSEPH A. DONOHOE, WM. C. RALSTON, and RALPH S. FRETZ, of San Francisco, under the firm name of EUGENE KELLY & Co., New York, and DONOHOE, RALSTON & Co., San Francisco, will cease on the *First Day of July*, 1864, EUGENE KELLY and JOSEPH A. DONOHOE withdrawing from the Copartnership.

The business will be settled in New York by EUGENE KELLY, and in San Francisco by WM. RALSTON and R. S. FRETZ.

EUGENE KELLY,
[Per J. A. Donohoe, Att[illegible]]
JOSEPH A. DONOHOE,
WM. C. RALSTON,
R. S. FRETZ.

San Francisco, June 13th, 1864.

The undersigned, calling attention to the foregoing card, giving notice that they will continue the business of the above Copartnership under the firm name of FRETZ & RALSTON, until the *Fifth Day of July*, 1864, when the same will be transferred to THE BANK OF CALIFORNIA, whose official circular is hereunto annexed.

WM. C. RALSTON,
R. S. FRETZ.

San Francisco, June 18th, 1864.

THE
BANK OF CALIFORNIA
INCORPORATED UNDER THE LAWS OF THE STATE.

Capital Stock (paid up in gold coin)

$ 2,000,000!

WITH THE PRIVILEGE OF INCREASING
—TO—
$ 5,000,000!

STOCKHOLDERS.

SAN FRANCISCO.

D. O. MILLS,	A. J. POPE,
WM. C. RALSTON,	HERMAN MICHELS,
R. S. FRETZ,	FREDERICK BILLINGS,
J. B. THOMAS,	GEORGE H. HOWARD,
LOUIZ McLANE,	H. F. TESCHEMACHER,
ASA T. LAWTON,	A. HAYWARD,
WM. E. BARRON,	MOSES ELLIS,
THOS. BELL,	A. B. McCREARY,
JNO. O. EARL,	R. M. JESSUP,
WM. NORRIS,	SAMUEL KNIGHT,
J. WHITNEY, JR.,	A. C. HENRY,
[illegible]	J. C. WILMERDING,
WM. ALVORD,	ALPHEUS BULL,
JOSEPH BARRON,	R. W. CARPENTIER.

Portland, Oregon.
JACOB KAMM.

D. O. MILLS,.................. *President.*
WM. C. RALSTON,......... *Cashier.*

Correspondents in New York, LEES & WALLER, No. [illegible] Pine Street. Correspondents in London, BANK OF LONDON.

The above named corporation has been organized for the purpose of carrying on the Banking and Exchange business, in all its branches, in this city, and with the interior of this State, the neighboring State and Territories, and with Mexico; also, with the Atlantic cities, Europe, China, and the East Indies; for which it is provided with ample facilities.

With the view of giving to the business of the corporation all the efficiency and promptitude of a private banking firm, together with that confidential seclusion of private business matters so generally desired, the immediate management of its affairs is committed exclusively to D. O. MILLS and W. C. RALSTON, as President and Cashier respectively, to whom, or either of them, the customers of the Bank will apply on all business matters.

Trustees:

D. O. MILLS,	W. C. RALSTON,
LOUIS McLANE,	J. B. THOMAS,
WM. NORRIS,	THOMAS BELL,
JOHN O. EARL,	A. J. POPE,
HERMAN MICHELS,	O. F. GIFFIN,

JAS. WHITNEY, JR.

17de 508 San Francisco, July 5th, 1864.

Miscellaneous Intelligence.

NOTICE.—DIVINE SERVICE is held at the Union Chapel (Shantung Road) every Sunday Morning at 11 o'clock, and in the Evening at 6 o'clock, also on Thursday Evening at 6 o'clock.

NOTICE.—DIVINE SERVICE is held every Sunday Morning at 11.30 o'clock, and Evening at 7.30 o'clock, in the American Episcopal Chapel, Hong-que.

NOTICE.—DIVINE SERVICE is held in the Roman Catholic Chapel near the French Consulate, every Sunday, at 8 and 10 o'clock in the morning and 4 o'clock in the evening.

LATEST DATES.

England,	Aug. 1	Hankow,	Sept. 12
Hongkong,	Sept. 10	Nagasaki,	Sept 14
Tientsin,	Aug. 27	Kanagawa,	Sept 10

Latest dates in England, from China,—

Hongkong May 30 } Received viâ Marseilles
Shanghai.. „ 23 } July 14.

OPIUM QUOTATIONS

For the week ending September 16th, 1864.

September	Malwa New. Tls.	Malwa Old. Tls.	Patna New. Tls.	Patna Old. Tls.
10	505	....	370	....
12	505	....	365	....
13	505	....	365	....
14	490 a 495	....	360	....
15	505	....	360	....
16	505	....	360	....

LATEST SHIPPING INTELLIGENCE.

ARRIVALS.—September 15, *Assam Valley*, (Br. sh.) Oakden, from Calcutta; 16, *Tynemouth*, (Br. str.) Helliered, from Hongkong; *Kiangse*, (Am. str.) Simmons, from Ningpo; *Alexander* II, (Ham. baq.) Brolin, from Nekolsieffsk.

DEPARTURES.—September 16, *Demetrio Vario*, (Aust. baq.) Glubick, for Singapore; *Shooting Star*, (Siam baq.) Beann, for Chefoo; *Glimpse* (Am. baq) Widding, for Puget Sound; *Kiangse*, (Am. str.) Simmons, for Ningpo.

PASSENGERS.

ARRIVALS.—Per str. *Nepaul*, from Hongkong, Mr. & Mrs. Fittock, Messrs. Seigler, How, King, and Capt. Blow. Per *Ceres*, from San Francisco via Hongkong, Mr. Samuel Thors. Per str. *Tynemouth*, from Hongkong, Mr. and Mrs. Mercer. Per *Alexander II*, from Nikolaieffsk, Messrs. G. Kunst and M. Hogqvist.

DEPARTURE.—Per str. *Nepaul*, Captain Wilkinson, for Yokohama, Depty. Pyr. Johnstone, A. M. S. Baker, Messrs. Chr. Ziegler, Plate, J. W. Gunston, F. R. Gamwell, A. Hartley.

MUNICIPAL NOTIFICATION.
LOCAL POST OFFICE.

1.—The attention of residents at the out ports is called to the postal notification published by authority of the Municipal Council on the 30th July 1863, and it is again notified for general information that letters are *only* dispatched from the Local Post Office to the RIVER, COAST and JAPAN Ports and to SAN FRANCISCO.

2.—The introduction at this Port of the stamping system, whereby the use of Hongkong postage labels on all correspondence passing through the British Post Office is rendered obligatory, will effectually prevent the Manager of the Local Post Office from forwarding any unstamped correspondence, other than may be addressed to the places above described.

By order of the Council,

R. F. GOULD,
Secretary.

15oc 509 Shanghai, 17th Sept., 1864.

THE P. & O. Co.'s steamer *Ganges*, with the Mail for Europe, &c., will leave on Wednesday, the 21st instant.

THE London Mail of the 10th Aug., due in Hongkong on the 24th Sept., and here on the 29th. It was received last year on the 30th Sept. per *Ganges*.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY, SEPTEMBER 17, 1864.

THE important intelligence relative to the destruction of the forts at Shimonoseki, published in this morning's daily issue, and summarised in another column, has doubtless proved most welcome to all our readers. A decided blow has been struck at the foundations of the exclusive policy in Japan, an important means of communication with the richest portions of the Japanese group has been thrown open, new opportunities of learning somewhat of the inner political life of the Japanese have been secured, and foreign prowess has been again vindicated in the furthest corner of the East. The moral and physical victory thus gained cannot be looked on as one whose effects are by any means doubtful—the retribution which has fallen on the Daimio whom we have humbled has been sufficiently severe, without having passed the bounds of just vengeance, and the absence of any design of territorial aggrandisement places the foreign belligerents in a higher moral position than otherwise they could hold. The vengeance which has been courted as in jest has been inflicted in earnest, and the sword rashly unsheathed against unoffending foreign traders has been turned towards the breast of him who wielded it unwisely. The contrast between the temperate use made of success by the foreign powers, and the unprovoked aggressions which induced so forcible a protest against Japanese arrogance, must exercise a moral influence over the keen and intelligent natives. It will teach them, amongst other things, that while the country has everything to gain by friendly relations with Europeans, it can hope for no long continued triumphs over European arms. The Japanese as a nation are too far advanced in mental culture and political sagacity to judge of an entire people by the unprincipled conduct of isolated individuals. Thus even the possible eccentricities of a few members of the European communities which will now be attracted to Japan, may produce remonstrance, but, if the course now opened be followed up, can never lead to serious political complications. Up to the present we have pursued nearly the same system in Japan as many years ago was found futile in China. We have recognised the independant existence of princes and Daimios, where an appeal to the central government was most desirable, and we have ignored their existence when, as in the case of the conclusion of the Treaty, it was most necessary to discover their real power and status. The grand enigma What and Where is the government of Japan, is now near its solution, and a few months ought to decide whether it consists of a hierarchy, an oligarchy, an absolute monarchy, or whether, as is most probable, acts of legislation in which the entire country shares, proceed from a congress of princes whose power within their own territories, when exercised solely over their own people, is independant. We do not now require to be assured that the Treaty of 1858 is utterly worthless except as a basis for decided action, that the Tycoon is not the sovereign of Japan, and that the six high commissioners who signed the Treaty may have represented the Tycoon, but certainly did not represent the great body of potentates. Disastrous experience has satisfied us upon these heads, and it only now remains, having established a negative, to proceed to the discovery of the affirmative. To this end the Shimonosaki victory will conduce, and thus the most important and apparently inscrutable riddle which we have as yet encountered seems in a fair way to receive a definite answer. One other advantage will arise from the Nagato victory which is not likely to be confined to the conduct of foreign relations with Japan. On the Chinese mind the lesson taught to the Japanese will not be lost; swift and uncompromising vengeance on the guilty and responsible, coupled with justice and a readiness to forego the sweets of revenge so soon as friendly proposals proceed from the adversary, will assert in the East the pureness of European honor, and the forbearance which the powers of the West display towards the vanquished. It will be noticed that Choshiu is stated to have thrown the blame of his conduct on the Mikado and Tycoon. If this be true, the question may prove more complicated than at first it appeared, but, however it turn out, the result must prove advantageous to our trade, our knowledge and our political importance.

ALTHOUGH it is likely that many years will elapse before Sir Macdonald Stephenson's conception of a railway between Calcutta and Canton can be realised in its integrity, it is more than probable that, before many who are now living in China have left it, a commencement will have been made, by the extension of the East India railway from Rajmahal, through Assam and Burmah, to the frontiers of the Empire. The rapidly growing importance of the tea-producing districts of the former province, will soon necessitate the establishment of some better means of communication than the river steamers which at present stem with difficulty the rapid current of the Brahmapootra; and an early extension of the Eastern Bengal railway through the valuable tea gardens of Sylhet and Cachar may be equally anticipated with comparative certainty. The latter is the line by which Sir Macdonald Stephenson proposes to establish direct communication between Calcutta and Canton. After passing through the southern portions of these provinces, he proposes that it should run through the important Burmese town of Bamo, which is situated on the right bank of the Irrawaddy, about fifteen miles from the frontier of Yunan. The traffic with this city would probably be very great, not so much on account of the number of inhabitants, which is variously estimated at from five to ten thousand, but on account of its situation as a central mart of trade. Numbers of Chinese merchants are located there, and carry on a lucrative trade in tea and cotton, these being, respectively, the principal articles of import and export. A lucrative commerce is also carried on between the two countries in numerous other productions and manufactures, for which Bamo is the chief entrepôt. Crossing the Irrawaddy at this point, and entering China a few miles further eastward, the line next passes Santa, a large walled city in Yunan; and here, according to Sir Macdonald Stephenson's project, it would be joined by a branch of the East India railway which, after passing through upper Assam, would deflect in a southerly direction at Phoonga-boom, follow the course of the Irrawaddy to Talo, and thence diverge again to the westward to Santa. It is in this city that the import trade of Yunan centres, previous to transportation to Bamo. Crossing the Salween eighty or a hundred miles east of Santa, the next large city at which the line would touch is Shunning, on the banks of the Lan-tsan or Cambodia. Deflecting to the southward to Lingan, it afterwards trends again to the northward, entering the Kwang-si province near Sz-ching, and in passing through the Nanling hills calls at the large city of Liau-chiau. From thence it nearly follows the north bank of the Si-kiang to the terminus, passing *en route*, the large cities of Sin-chau, Wu-chau and Shauking. Apart from the rivers and creeks of various sizes which have to be crossed, the only material difficulties that the route presents are in the hilly districts through which the line passes on entering Yunan, and again in the western portions of Kwang-si. But the engineering skill which has carried railways up the inclines of Mont Cenis and the Bhore Ghaut, will easily overcome these obstacles. The political difficulties will be far less easy to obviate, and will only yield to time and habituation. To attempt at once to gain the sanction of the Chinese government to such a complete intersection of the country, and such a wholesale introduction of foreigners into its most remote provinces, would be a hopeless task. But assent to the construction of the short lines which Sir Macdonald Stephenson contemplates, from Shanghai and Hangchow to Soochow, from Tientsin to Peking, and from Canton to Fatshan, may be more easily obtained. When they have thus become gradually accustomed to the idea, and have had an opportunity of appreciating the immense advantages of railway communication, it may fairly be hoped that consent and cooperation may be gained for the more extended scheme. Negotiations have already been commenced with the court of Mandalay for the construction of a line of railway and telegraph through the Burmese dominions; and, according to the Rangoon papers, the consent of the king has been accorded,—on terms highly advantageous to himself. All mines which may be found on the route are to be his property, and ten per cent of the net profits are to go to the same source. His Majesty has, however, undertaken to supply labourers. Operations, according to this convention, were to be undertaken within three years from the date of the concession, which was signed on the 31st May 1864, in the presence of "the Lord of the Royal Steed, the Lord of the Royal Muskets, and the Governor of the Royal Burges." How far the frequent misunderstandings which arise between our government and that of Burmah may affect this agreement, it is difficult to say; but sufficient pressure can always be exerted to accomplish its renewal in case the king should attempt to withdraw. Judging, moreover, from the provision that operations are to be commenced within three years from the date of signature, it may be assumed that an early extension of the Indian line towards the Burmese frontier is contemplated.

SUMMARY OF THE WEEK.

A GREAT deal of rain has fallen during the past week and has effectually cooled the atmosphere. The summer may now be fairly said to be over, and we may look forward to a continuation of cool weather. Shanghai has been quiet as usual, and with the exception of consular cases we have nothing of interest to record. Reports will be found in another column of two shipping cases, which will be of considerable interest to mercantile men. In one, the consignees of a quantity of a nail rod iron sued the owners of the vessel in which it was brought out, because a portion of that tendered for delivery did not bear the marks specified in the bills of lading. Judgment was to the effect that the ship was bound to deliver the quantity specified in the bills of lading and bearing similar marks; but the Court at the same time expressed an opinion that it would be found that two distinct cargoes of iron which has been brought out in the ship had been mixed in delivery; and that the deficient quantity of iron claimed by the plaintiff might be found to have been delivered to the consignee of the second consignment. The second case, of which we are able only to give the evidence for the plaint, arose out of a claim for damages by a junk which had been run into by a tug steamer while in charge of the *Aerolite*; the junk was at anchor, whereas the *Aerolite* was coming up on a flood tide, on a clear night. It was of course alleged that the junk had no light; but as it was admitted that the night was so clear, it was possible to see a vessel a mile off, this is a little excuse for the carelessness on the part of the tug to which the accident appears to have been attributable.

Our advices from NAGASAKI extend to the 12th inst., and are most important. They report a complete victory gained by the allied fleet at Shimonasaki on the 5th, 6th, and 7th inst. Full particulars have appeared in our daily issue. The forts on the Nagato shore have been totally destroyed, the guns spiked, and the inland sea is now open to vessels of all nations. Fortunately this success has been obtained with comparatively little loss. The English are said to have had twelve killed, and twenty wounded. Amongst the latter are Captain Alexander (*Euryalus*) severely in the foot, Lieut. Brownlow (*Tartar*) in the leg, Lieut. Edwards (*Euryalus*) in the foot, and Messrs Atkinson and Wingfield. The French have lost about five killed and wounded and the Dutch ten. The action was brilliant, the Japanese fighting well, and serving their guns with the utmost intrepidity. At length when the forts and batteries had been completely destroyed, Choshiu sent to demand a cessation of hostilities, offering at the same time to bind himself to comply with any arrangment proposed by the allied Admirals. It is asserted that Choshiu stated as an excuse for his conduct, that he had been acting under the order of the Mikado and Tycoon, by whom he had been supplied with guns. We publish the French official report in another column. The prince of Satsuma has added to his steam fleet by the purchase of the *Stork*, late H.M.S. *Beagle*.

WE stated in this morning's *Daily News* that H.I.M.'s Consul General had kindly favored us with an official report of the successful attack made by the allied fleet on the Nagato batteries. We now publish it *in extenso*.

On écrit de Simonoseki le 11 Septembre: Les escadres combinées, présentant la force imposante de seize bâtimens de guerre, ont forçé, en trois jours de combat, le détroit de Simonozeki, détruit un appareil militaire accumulé depuis un an et terrifié l'ennemi au point qu'il implore la paix. Soixante canons en bronze de gros calibre ont été embarqués à bord des bâtimens de la flotte. La ville de Simonozeki à été épargnée. La résistance des batteries japonaises a été vive et tenace le premier jour, et on peut dire qu'elle eût honoré un ennemi européen. Les bâtimens qui ont pris part à l'attaque sont:

La *Sémiramis*, le *Dupleix*, le *Tancrède* (Français) *l'Euryalus*, le *Conqueror*, le *Tartar*, la *Barrossa*, le *Perseus*, *l'Argus*, la *Coquette*, le *Bouncer* (Anglais); le *Metallen-Cruz*, le *Djambi*, la *Medusa*, *l'Amsterdam* (Hollandais) le *Ta-kiang* (Americain). Le *Perseus*, la *Medusa*, le *Tancrède*, la *Coquette* et le *Bouncer* ont combattu sous vapeur le 5 Septembre; les autres bâtimens étaient embossés.

Le succès si complet des forces combinées n'a cependant coûté que la perte, relativement peu considérable, de dix-sept tués et d'une soixante de blessés. L'entente des Amiraux a été parfaite, et elle reste comme un honneur particulier pour chacun d'eux.

IN the *North-China Herald* of July 10th, we published a letter addressed by H.E. the Hon. Anson Burlingame to Consul General Seward, containing an exposition of the former's views as to the political relations existing between foreigners and Chinese. We now reprint from the Diplomatic Correspondence of the Department of State, Part II. 1863, a despatch from Secretary Seward on the same subject.

DEPARTMENT OF STATE,
WASHINGTON, *September* 9th 1864.

SIR,—Your despatch of the 20th June has been submitted to the President. The policy which you have adopted in the conduct of your difficult and responsible mission is able and wise; it is also just towards the Chinese government and people, and liberal towards all other nations. It is an occasion of special felicitation that it meets the concurrence of the enlightened representatives of Great Britain, Russia and France. One may very reasonably fear that the beneficial policy thus agreed upon would fall into disuse, if those ministers, or any of them, should at any time give place to less intelligent and able statesmen. But this consideration does not deter the President from giving it his entire approval; and he sincerely hopes that a successful trial of it, during the residence of those ministers in China, will render its continuance afterwards a cardinal fact in the policy of all the maritime powers.

You will express to Mr. Bruce the great pleasure and satisfaction which I have received from a perusal of the copy of his very able despatch on the subject to Earl Russell.

Your injunctions, in regard to its confidential character, will be strictly observed.

I am, Sir, your obedient servant,

WILLIAM H. SEWARD.

The Hon. ANSON BURLINGAME, &c., &c., &c.

NOTIFICATION BY TING, TAOUTAI OF SHANGHAI.

TING, Taotai of Soochow, Sung-kong and Tai-tsang, issues a notification for general information.

Whereas on the sea coast (of this province) both native and foreign craft are frequently wrecked during tempests, it is necessary to take precautions to ensure the safety (of life and property), that every man may act conscientiously, that the unprincipled may be punished and the good rewarded according to the statutes. Every one indeed should know the penalties attached to wrong doing in this matter.

Now, on careful examination, I have discovered that whenever a ship is wrecked in a storm, it does not enter into the heads of the people who live on the coast to succour and assist the sufferers, but, on the contrary

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treacherously endeavor to r[..] ll they possess. When the r[..]hem ken and the sails are torn to[..]er is while the wrecked crew are loo[..]ons, iously and sorrowfully for succour, t[..]king ers rush violently on board, ma[..]ese y'chest, and carry off whatever prope[..]ack may covet. The hard won earni[..]rty ome scores of years, are suddenly snatc[..]gs rom the hands of those who had, e[..] cash, painfully accumulated a little store. se who had travelled over many thou[..] ls of miles of dismal ocean, and passed ugh numberless terrors of the deep, are ged at last to heap reproaches on the stice of their fate. Even although s be wrecked, yet still every hope of ure) success is not necessarily lost, but e pirates, not satisfied with seeing a fel-creature fall into a pit, must needs a stone after him. Such poor sufferers much to be pitied, but it is difficult to t them, for they have not only lost their p, but the fold has also disappeared. s the trial sent by Heaven is rendered ier by man. These unprincipled wretch- re, moreover, not content with robbery, they also emulate the fame of murderers. eye cannot bear to rest on such doings, the mind is grieved by the very report ich atrocity.

Therefore, seeing that I, the Taotai, am acquainted with the misery inflicted on e people, how can I sit quietly by? For future the following regulations will be reed in the districts over which I ex- e supervision. Wherever there are ges on the coast, every ten li shall con- te a parish, which must provide a e officer and assistant, who, no matter her a ship which may be stranded on hores be native or foreign, shall instantly measures on foot to render her whatever tance she may require, and shall request ocal officials to come in person, examine the matter, take the cargo under their ge, and hand it over to the proper er. They must also decide on the re- l to be given to those who shall have ted themselves (to save life and pro- y). If the cargo be completely lost, there only remain a few poor penniless ches, these are at once to be conducted y official residence, where they will be lied with money sufficient to carry them e, that they may not be left wandering t, without a chance of getting away. se officials are requested to consult one another, and make any suggestions h may appear advisable to them for better carrying out of the above design, ming me minutely of their opinions. mmunication has been addressed to the g-ping of the island of Tsung-ming, ting him to assist in carrying out the s just enunciated.

is notification is accordingly issued for information of the public. Hencefor- if any ship be wrecked in a tempest, egulations laid down above must be ully complied with. If any offenders and, let them be seized and most severe- punished. Should any of the local and military officers conceal or insuffi- ly examine into the circumstances of a or make false reports, to the effect there was no one to whom the goods board a distressed ship belonged, thus g to get out of a scrape, and should the of the matter become known to me, r directly from the sufferer or through foreign Consuls, the offenders will cer- be at once reported to the throne. ose who have hitherto offended through ance have now a chance of retrieving errors and following the paths of rec- e. The meshes in which these regula- will involve their violators will not be stretched or broken. Punishment be delayed but) will be certain. ey this implicitly.

ng Chi, 3rd year, 8th moon, 10th day, September 10th, 1864.

H. B. M. CONSULAR COURT.

SHANGHAI, *September 12th*, 1864.

fore—SIR HARRY S. PARKES, K.C.B. *H. B. M. Consul.*

J. WHITLOW, Esq. } *Assessors*
R. R. WESTALL, Esq. }

Y WORTHINGTON & Co. *versus* MASTER *of Finzel.*

plaint was to the following effect. The iffs asserted that by a bill of lading upon the 29th of February 1864 by the ant and delivered to the Plaintiffs, the ant promised the plaintiffs that certain of the plaintiffs' in the said bill of lading ned and shipped on board the said ship , to wit, two thousand four hundred bundles d iron, marked O O, should be delivered at rt of Shanghai (certain perils and casual- cepted) to the plaintiffs or to their as- , the freight for the said goods to be paid don, ship lost or not lost with primage erage accustomed, and the delivery of the ods was not prevented by any of the said or casualties and all conditions were ful- and all things happened and all times l necessary to entitle the plaintiffs to have d goods delivered to them at Shanghai. e whole of the said goods were not de- to the plaintiffs at Shanghai, but only a ereof, to wit, 1,344 bundles nail rod iron, nd the residue of the said goods, to wit, bundles nail rod iron, O O, still continues vered to the plaintiffs, whereby the said bundles nail round iron, O O, are wholly lost plaintiffs and the plaintiffs claim 1,108 0 cents.

defendant, in answer, admitted that he n the bills of lading as alleged in the tion, but says that he offered to deliver still ready to deliver to the plaintiffs the vered balance of said 2,400 bundles of iron ing to the plaintiffs, and that the plaintiffs rongfully refused and still refuse to receive ne.

MYBURGH said:—A certain portion of on had been delivered to Messrs. Birley, ington & Co. and the balance, 1056 bun- s refused by them. The plaintiffs sue as original bills of lading had been made with The other side would have great difficulty sing that the shippers, the holder, or Birley, Worthington & Co. were guilty d. *The defendant tried to palm off on* intiffs iron of an inferior quality and was re liable for the value.

DUNLOP, partner in the firm of Birley, ngton & Co., said:—We are consignees of 2,400 bundles of nail rod iron. We have already received 1,344 bundles. We have several times applied for delivery of the remainder. The remainder has not been delivered to us. We now sue for 1,056 bundles. I have been in the habit of receiving iron of the same mark, quality and description from the same merchant before. Each bundle has, I think, two bands on it. Our initials in English and hong name in Chinese are on the bundles. There are two rings of white paint round each bundle. These marks were on the portion delivered. This description of iron is very well known in the market and has the readiest sale. The reason we objected to take the other iron was because it was not the same. It had an H in white paint and the name James Hooper on it. The market value of iron is 2 Taels 5 mace per picul. It may sometimes be more or less. The amount we claim is 443 piculs 52 catties.

To Mr. EAMES:—We have been in the habit of receiving iron from the same merchants, Thomas Ashton & Son. We did not order it—we are the consignees. There were no advances. There is nothing in the bill of lading to draw the attention of the Captain or first officer to the stamps and marks on the iron. I do not con- [..]er it their duty to have looked out for them. I [..]d not examine the iron myself. The first thing I [..]ould look to is the paint-mark, then the stamps. [..]k all the bundles of iron received had white [..] on them. I am not sure, as I did not see it [..]. I think the bands were about three [..]s of an inch wide. We received advices sent. [..]mas Ashton & Son that the iron was the sa[..] don't think the iron we received was refused [..]e as Thomas Ashton & Son sent. We

To t[..]he other iron when it was offered to us. were any[..]k COURT:—I don't believe that there *Finzel* i[..] other consignees of iron on board the iron whi[..]sides ourselves and Mr. Hooper. The cargo-boa[..] was attempted to be put into the examined [..]s from the *Finzel* for us was formally

WILLIA[..]and found not to be ours.

in Gilman & LOWE said:—I am shipping clerk department& Co.'s. I have charge of the boat ry of 2,400 [..] I had instructions to take delive- Birley, Wor[..]bundles of nail rod iron for Messrs. marked wit[..]hington & Co. 1,056 bundles were 10th of Augu[..] the name James Hooper. The ry; the secon[..] was the date of the first delive- previous deliv[..] was on the 16th. There was a our mark on t[..] on the 9th. 1,344 bundles had ley Worthingt[..]an. The iron that Messrs. Bir- for about a for[..] refused was in our cargo-boats

To Mr. EAM[..]ight.

EDWARD MIL[..]—I did not examine the iron. Birley, Worthing[..]M said:—I am clerk at Messrs. iron from the A[..]on & Co. I did not see any godowns. I saw [..]zel in Messrs. Dow & Co.'s aware that Mess[..] in the cargo boat. I am received 1,344 bun[..] Birley, Worthington & Co. dles besides; one [..]es. There were 1,055 bun- marked with whit[..]undle short. These were *James Hooper.* [..] *paint, an H and the name*

To Mr. EAMES:—

the cargo boat. I e[..] did examine the iron in Birley, Worthington[..]mined the iron in Messrs. iron I saw in the g[..] Co.'s godown. All the Worthington & Co.'s [..]own had Messrs. Birley about half of it. In [..]rk on. I think I saw three separate heaps [..] boat it was piled in and saw each one that [..] I walked round each

AHOAN, Chinese boat[..] visible.

the head boatmen in [..]an, said:—I am one of employ. I remember [..]essrs. Gilman & Co.'s I protested against the [..]ng sent to the *Finzel*, the boat, but they said, [..]er iron being put into I received the iron I saw [..]kee, take it. When same. It was thrown [..]at it was not all the boat and I did not know [..] together into the until I came to the jetty. [..] number of bundles

This concluded the evide[..]

Mr. EAMES said:—He wa[..] for the Plaintiffs. the iron was ordered by [..]led to believe that thington & Co., but finding [..]rs. Birley, Wor- the consignees of it, he thought they were only much stronger for the defend[..] made the case and mate made a deposition[..] The captain hand in if not objected to. ([..]which he would object.) He thought it was [..]Myburgh did broker employed to ship the ca[..]e duty of the Birley, Worthington & Co. to [..]o for Messrs. cargo went on board properly [..]ee that the hoped to shew that the iron [..]arked. He quite as good as that receive[..]jected was Birley, Worthington & Co. H[..] by Messrs. was reposing too much trust i[..]thought it boatman to send him for car[..]a Chinese him sign a receipt for it. H[..] and let that a European should be sent. [..]sidered might be very much the sufferer [..] ship rangement. He wished to shew tha[..]is ar- which the agents rejected here wa[..] iron good in quality as that received. Mes[..]te as Worthington & Co., if they have any[..]irley all, can have only a claim for special [..]n at The evidence about to be taken might b[..]mage. dered impertinent, but he hoped to prov[..]onsi- the equally good quality of the iron rejected[..] it

Mr. MYBURGH said that could not i[..] *least affect the case for the Plaintiffs.* [..]the

CHARLES NICHOLS said:—I am a mecha[..] engineer. On Saturday I examined iron in Me[..]al Birley Worthington & Co.'s and Messrs. Do[..] Co.'s godowns. I selected two samples and[..] close inspection found one rather superior, th[..] in Messrs. Dow & Co.'s. It seemed of ve[..] nearly the same quality.

Mr. EAMES said, he thought there was n[..] doubt that the iron here was the iron shipped by the principal of Messrs. Birley Worthington & Co. If the owners came to recover from the owners of the vessel for the consequences of their own master's neglect, he considered that they could only sue for special damages.

Mr. MYBURGH said, his learned friend had failed signally in answering the claim for the Plaintiffs. Messrs. Ashton & Co. would be entitled, were they here, to sue the Master of the *Finzel* according to the bills of lading. It was owing to the Master of the vessel that Messrs. Ashton & Co. were put in this false position. If the other iron were better in quality they were quite willing to give the Captain the benefit of it and let him take it into the market. He (Mr. M.) was not suing for special damage, he was suing for the goods mentioned in the bills of lading, and if he did not receive the goods he was entitled to the value.

JUDGMENT.

The Court consider that there has been a want of care in the manner of describing the iron in England, and in the way in which delivery of it has been taken in Shanghai. In the Bill of Lading and in the Shipping Order, the entries are "OO, 2,400 bundles Nail Rod Iron," and it appears to the Court that that description was not sufficient to lead the Master or Mate of the *Finzel*, when receiving the iron on board, to look for two bands or rings of white paint encircling each bundle. Had it been distinctly specified in the Shipping Order and Bill of Lading that the iron was marked with white rings, the absence of that mark might have attracted the attention of the Master or mate. Again in Shanghae, neither the Plaintiffs nor Messrs. Dow & Co. Agents for the Defendant, appear to have accurately informed themselves as to the marks on all the bundles of iron ex *Finzel now stored in* their respective godowns, and it seems not impossible that a further examination may prove that the two original shipments (to Messrs. Birley Worthington & Co. and Hooper & Co.) have become mixed. However that may be, the Court, having strict regard to the wording and marks of the Bill of Lading on which the action is brought, can only hold that the master of the *Finzel* is bound to deliver to Messrs. Birley Worthington & Co. 2,400 bundles of Nail Rod Iron marked with two ciphers.

Costs to be divided.

H. B. M. CONSULAR COURT.

SHANGHAI, *September 15th*, 1864.

Before—SIR HARRY S. PARKES, K.C.B., *H. B. M. Consul.*

— THOMAS, Esq., R. N. } *Assessors.*
T. VINCENT, Esq. }

OWNERS of the *Kin-tun-mow*, *versus* MASTER and OWNERS of the British Ship *Aerolite.*

The PLAINT was to the effect that, on the 18th August, through the negligence and unskilfulness of the crew of the ship *Aerolite* and of a steam-tug lashed alongside, in directing the vessel, the steam-tug ran foul of the junk *Kin Tun-mow, carrying* away the fore-part, besides anchors, foremast, rigging, rope, boats and a *large portion of the cargo which was lost overboard*, and doing other injury, and thus cast her adrift, when she ran foul of and damaged the *Sebastopol* lying at anchor in the river. The plaintiff claimed Tls. 3538 for expenses incurred.

The defendants denied neglect or unskilfulness on the part of the master or crew of the *Aerolite*; they admitted the collision with a junk, name unknown; and asserted that the junk was lying in an improper position, and had no light. It was night when the collision took place.

Mr. MYBURGH said the *Kin-tun-mow* was a large Foochow junk, one of the most valuable descriptions of native boat. It was with some others, anchored below the shipping on the *Hongque* side, and at low water it was only a junk or a junk and a half's length from the shore. *The position was* outside the harbormaster's limits, so it cannot be decided whether it was *proper or improper*. The *Aerolite* was coming into the harbor, and suddenly changed her course, *thus* running foul of the junk. If the junk was obliged to carry a light and did not, it was still necessary to shew that there was not negligence on the part of the defendants. He thought it a most imprudent act to come up at *full speed* by night on the flood tide, with no proper look out. There should have been men on the look-out to guard against collisions with vessels in the fairway. The Court was aware of the frequent complaints made at the different Consulates of the reckless navigation displayed on the river Wongpoo. (Mr. Myburgh quoted an almost similar case tried in the High Court of Admiralty in Ireland, in confirmation of his views). Under extraordinary circumstances, extraordinary precautions should be taken. Finding that the loss sustained by the owners of the junk was so much more than he (Mr. M.) at first imagined, he wished to amend the plaint and claim a higher amount.

THE COURT considered it better to make the alteration then, than to bring a separate action for damages afterwards. Accordingly, Tls. 750 was added to the former claim; thus making the amount claimed Tls. 4,288.

Mr. MYBURGH continued:—He was then only *suing for an amount sufficient to make the junk* seaworthy, but he considered the owners entitled *to compensation also, as the junk was very* much shaken by going ashore and drifting about *the river. Everything was done* on board the junk which the owner of a vessel could do to *prevent loss while drifting about*, damaging other vessels and doing more damage to herself.

H. S. BIDWELL said:—I am a clerk at Angel & Co.'s., the agents for the owners of the junk. I recollect an application having been made to me by the Captain of the *Sebastopol* for damage done by the junk. A bank order for 320 Tls. was given to him for the damage. The Captain of the *General Ward* laid claim for 500 Tls. It was settled at Tls. 245. This I believe is the receipt (handed in) from the *Little Orphan* for payment for services rendered to the junk (receipts handed into Court).

TO THE COURT:—The receipt in pencil from the *Little Orphan* was handed to me by the people of the junk. I know nothing about it.

To MR. EAMES:—I think the owner of the *Kin-tun-mow* owns other junks. I am not certain that the towage service rendered by the *General Ward* was rendered to this particular junk.

(Mr. Eames said he wished to shew that the witness could not know *whether the services* rendered by the *General Ward* were really rendered to the *Kin Tun-mow.*)

I don't know what the damages to the *Sebastopol* were, only what the master and crew swore to. On board the junk they acknowledged that they had damaged her. I had the management of this affair in a great measure to myself. I am sure of the extent of towage service rendered by the *General Ward* and the *Little Orphan.*

TO THE COURT:—The Captain of the *General Ward* claimed Tls. 500, but agreed for Tls. [..]. I think Tls. 20 per hour is the usual charge for tug-boats. (Mr. Myburgh here remarked that the service done in this case was simply towing, and consequently the rate would be higher.) I do not know how the junk [..]reached, except from what I have heard.

I [..]KAO-SHAN, louda of the [..]junk, said:—[..]th [..] from Ningpo on the 10[..] day of the d[..]y. [..]n and arrived at Woosung [..] the 13th in[..] the 16th day (August 17th) I anchored a lo[..]er near Dent's godowns. [..]here were room [..]unks where I anchored. [..]here was to pa[..]een the junk and the shore [..]or a boat 10 [..]t not for a junk. The junk was distant steam[..]or more from the shore. When the was d[..]me into collision with the junk, I mediat[..]elow. When called, I came out im- had take[..] When I came out after the collision fusion a[..]ace, there was a great deal of con- junk in th[..]oise. Damage was done to the and sail [..]e-hold. The fore-mast, anchors, partly stow[..] carried away. The cargo was to the sides, [..]n the hold and part was lashed and went a[..]aft of the junk was carried away, shock caused [..]rt hawse of another junk. The There was a [..]the collision was very violent. junk when [..]t on the mizen-mast of the large candle[..]e on deck. The light was a watch. It [..] One candle lasted for one [..]gh slack water at the time of the collision. The rope attached to the rudder was fastened forward and carried away by the collision, so that the junk would not steer. She then floated up against a vessel. We made fast to this vessel. I then went and called a steamer.

TO THE COURT:—The foreign vessel was seven or eight junks length up the river from where the junk was anchored. She was a three masted vessel.

To Mr. MYBURGH:—I went for a steamer immediately after we made fast. She belonged to Augustine Heard & Co. I went to Hong-que for the steamer; she was anchored there. I wanted the tug to tow the junk up opposite the city. The junk could not be made fast to the steamer; several ways were tried. The junk could not steer. That was the reason why the Captain of the tug would not take the junk up to the city. The junk drifted on to the bank nearly abreast of her old position. The steamer assisted her to get to the shore and left her there. I then went with six of my men to the city *to get an* anchor, and the rest remained to make the junk fast. They could not make the junk *fast* because they could not drive piles strong enough to hold her into the bank. *The tide turned and* there was thunder and rain. We came in contact with another *foreign vessel at Lo-ka-su.* We carried away a boat belonging to the foreign vessel. Claim was made for damages by the Captain. Two foreigners from on board the *foreign ship came on board* the junk, and we were rather afraid. After this we fouled a steamer; then several junks. We hired a small steamer belonging to Angel & Co. to tow the junk up to the little East gate. Compensation was made to the vessel whose boat was lost. The junk was towed in by Angel & Co.'s steamer.

To Mr. EAMES:—Where we anchored, there were eleven or twelve feet of water. We sounded when we anchored. The whole fore-part of the junk was cut away by the collision. The wood lashed outside the steamer extended forward of the main-mast. The steamer struck against the bow of the junk, not against the wood; then the fore-mast came away and there was great confusion. We had altogether ten oars; five were carried away. There is another louda to the junk. *The Little Orphan did not* make fast, for the junk turned; afterwards, she helped her on to the bank.

TO THE COURT:—The steamer got behind the junk and *pushed her on shore. It was daylight* when the junk was pushed on shore. The junk's head *was down the river. A little water leaked* in at first where the head was knocked away, and *afterwards she filled with water to the deck.* When the steamer tried to make fast, before *going on the bank, the junk was half full.* She got full when off the East Gate. Rice, *ropes, charcoal and firewood* was the cargo in the hold. I went to get an anchor to keep the junk on the bank; ropes and stakes would not hold. It would have been better could the junk have gone up the river, but in our position we had to go on the bank. The mizen mast was forty feet in height from the deck. The lamp was hoisted to the top of it. (Witness produced a lantern similar to that used on board the junk. It was an ordinary, cylindrical paper lamp.) The junk has not been mended yet.

WANG-TSUNG-YU, sailor on board the *Kin tun-mow*, stated as follows:—I was on watch at about midnight, on the night of 17th August. The junk was anchored at such a distance from the shore that she could turn round without grounding. We were at anchor below the shipping. I was awake during my watch. The tide was slack at the time. When in the river we always burn a light. There was a light burning at the time of the collision. I saw a steamer *coming with a foreign vessel. She had her head* towards the junk. I shouted, but notwithstanding, the steamer came into collision with the junk, and the five anchors were lost; sails, mast, rudder and a small sampan were carried away. Some piculs of charcoal and other cargo were also lost. Two oars were lost. The stern windlass was carried away. The night of the collision was moonlight, a little cloudy. I could see across the river. I could see the steamer and vessel about a mile off. The steamer was coming down very fast, as if she were flying, having the advantage of the flood tide. The junk then floated up against a foreign vessel. The louda went for and brought a steamer. The steamer could not tow the junk in the condition in which she then was. The steamer pushed the junk on to the bank when the ebb made. Half the men went for an anchor. When the flood made again, the ropes and stakes would not hold the junk, and she floated. She then fouled a foreign vessel, and two foreigners from the vessel came on board the junk. I was on board at the time. The men belonging to the junk jumped into a sampan and left her with the foreigners. *We were afraid of the foreigners,* because we fouled the vessel. The junk came in among the Chinese shipping and a steamer came and towed her to the little East gate. We were watching the junk.

To MR. MYBURGH:—The junk was strong and well furnished with everything necessary. There were about four thousand poles on board. *About forty coils of rope were lost from the* head of the junk.

To MR. EAMES:—We used always to carry the lamp on the mizen mast. It was on the port side the steamer struck. The vessel as she came up passed the junk, but the steamer could not pass, so struck. The vessel and steamer went right on without stopping. The coils of rope lost were for use on board the junk. It was all for use. Some had been used and some was new. The steamer struck the poles on the outside of the junk. The distance from the forward part of the poles to the bow was 20 or 30 feet. When I first saw the steamer she was about a mile off. She came straight on. The junk draws eleven or twelve feet of water.

TO THE COURT:—I don't know whether the steamer remained *in sight, as I was very busy.* We drifted against the foreign vessel and waited until the steamer came. The people on board the ship did not tell us to stay or not to stay. There were about two feet of water in the junk at that time. The foreign vessel was three-masted.

LE-CHIA-LING, sailor on board the *Kin-tun-mow*, said:—I recollect the 16th day of the 7th month. I was on board the junk that day. There was a collision on that day. I was asleep at the time. The junk was anchored on the north side of the river. A steamer ran into us. There was a sailing vessel outside the steamer. We asked them on board the steamer to tow the junk but we received no answer. We wanted to be towed because the cables were broken and our anchors gone. Both cables were snapped. The head of the junk was cut away; the rudder also. The junk drifted up. The lou-da went on shore to procure a steamer. The junk got athwart hawse of a foreign vessel in the 5th watch. When the steamer came to the junk it was not yet daybreak. I don't know the depth of water where we anchored; I was not on watch. The junk had a lantern on the main-mast. I saw the light myself. I went to sleep after supper. We always carry a light in the junk at night. I went on board the junk on the 10th day of the 7th moon, at Ningpo. I did not understand what the people in the foreign vessel said, when we were across their cable. The louda went for the steamer as soon as the junk fouled the vessel. The night was moonlight; a little cloudy. It was high water; the steamer was coming between our ship and the shore, but finding the water shallow turned back. We were lying about 10 chang distant from the shore, at low water. It was the steamer which struck the junk. There were two vessels. One was short and the other long; the steamer was the shorter. I am certain it was a steamer which struck the junk. She struck the junk in the bow, opposite the foremast. There were three bundles of spars on each side of the vessel, several hundred in each bundle. The spars from the upper part of one bundle were thrown overboard; the other five remained intact. There were some more lost on the next day. The supercargo would be best able to say how many spars were lost; he was on board. His name was Niu-lien-sung. He landed at Woosung but came back on board. He came to Woosung from Ningpo in another junk, and then came on board our junk, on the 14th.

S. FULLER, *captain of the General Ward*, said:—I was asked by a captain of a ship who was *in charge of the junk, to tow her up.* She was among the junks. I found the junk with her *bows stove in*, and she had a heavy list; one side of her deck load was nearly in the water. I think she had only one mast standing. I am not sure whether it was her mainmast or her *foremast. Her* deck-load was generally disarranged, as though a part of it might have gone overboard. I took her away from where she was, and made her fast to one of the S. S. N. Co.'s buoys. I should call her a wreck. She could not sail, she had no rudder. She was afterwards taken over to the Pootung side and put ashore. I got Tael 215 for my services. I was satisfied with it and agreed to take it.

To MR. EAMES:—I did not hear any one mention the name of the junk. I have no means of knowing her name.

TO THE COURT:—I was one first day's work in four hours, and the second in two hours; but I was about her for two days, so that the compensation was small. I should think at a rough estimate that the mast which was standing was about 25 feet from her bows. I think it was her port side which was stove in. My attention was not called to these matters and I did not notice. All the forward gear appeared to have gone. *Her cargo was adrift, her bows* were stove in, and she had only one mast; she was deeper forward than aft, she had no rudder, and I should call her a wreck. She was beached, I believe for the purpose of discharging her cargo. She might have been discharged at the buoy. The mast which was standing had the sail standing, but I could say nothing as to the gear.

NIU LIEN-SUNG, supercargo of the *Kin-tun-mow*, said:—The *Kin-tun-mow* touched at Ningpo on her voyage up; she had 3,095 pieces of timber on board, besides charcoal and basons. The charcoal and chinaware was stored in the bows. The value of the charcoal was about Tls. 50 per picul and the chinaware Tls. 70 per bundle. I was on board at the time of the collision. I left the junk at Chin-hai and went on board again on the 14th day (16th August.) After leaving Woosung, we anchored about one *li* below the shipping, near Hoi-foo, a small village. We anchored at about 10 or 20 chang from the shore so that we could turn round. Other junks were anchored outside, in deeper water, but none inside. I have been in the junk two years. We have been always in the habit of showing lights at night even at sea, because we generally sail in company. I was below at the time of the collision. I always see to the lights myself. The light was burning at the mizen mast head when I came on deck after the collision. The junk was cut asunder, three or four feet abaft *the foremast. Provisions, stores* and timber were thrown overboard by the collision; all the charcoal and all the chinaware was lost. We lost 425 pieces. (Mr. Myburgh would withdraw the additional amount which he had claimed. He had understood that 1,000 pieces had been lost.) The foremast went overboard. A new one costs Tls. 100. The foresail and stun-sails were lost; the anchors were carried away. There were two large and one small iron anchors worth Tls. 140, and two wooden anchors worth Tls. 120. They were good. We also lost the rudder. A new one would cost about Tls. 140. It would take about 4,000 catties of hemp to make up the loss of the rope; we lost nearly all. It would cost about Tls. 5 a picul. The total value would be about Tls. 200. One small sampan was lost, worth about Tls. 30. The small stern windlass was injured. The windlass was injured through the carrying away of the rudder. *The rudder was carried away. It was a* cloudy night. The junk was seven years old and was a good sea-going boat. She was of Foochow wood. She was about 18 feet wide and about 12 feet deep inside.

To Mr. EAMES:—When I first went on deck, the steamer was not clear. The watchman called up all who were below, as soon as he saw the steamer attempting to pass inside. The junk was heading down river. I did not notice which way the steamer was going. Both sides of the junk were broken almost alike. The rope was at each side of the junk; chiefly about the cabin door. The lashing of the timber on one side gave way. There were four hundred poles in one bundle. Four hundred and twenty five poles were lost. The bundle of wood was tied to the cable and when the cable went the wood went also.

TO THE COURT:—Five anchors were lost. Two were down at the time. I don't know the position of these two anchors so cannot get them up. The junk is on the Pootung side now with the head partly off.

AN TSNG-YANG said:—I am a Foh-kien junk-builder. I came here last year and established myself in business. The average value *of a Foochow pole is from Tls. 1 to 10.* The bundles depend upon the size of the junk. I did not see the *Kin Tun-mow* except after the head was off and she had no timber alongside. I have examined the junk. She is a timber junk. She is of medium size. I examined the timbers and they were in very good condition. Over 1,000 Tls. would be the expense of making her hull sea-worthy. I estimated the expense at Foh-kien price and in Shanghai it would be more.

NIU-LIEN-SUNG recalled said:—The value of the timber varies from 4 mace to 5 Tls. each spar. It is hard to tell the value of a bundle, the sizes of the spars vary so much.

Mr. MYBURGH said the only way to find out the value was to get the account made out in Foochow. The Supercargo was instructed to procure it.

This closed the case for the plaintiffs; and the Court was adjourned.

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INSURANCES.

PHŒNIX FIRE ASSURANCE COMPANY.

LONDON.

Established in 1782.

Trustees & Directors:

Decimus Burton, Esq.
Travers Buxton, Esq.
Octavius Edward Coope, Esq.
William Cotton, Esq.
John Davis, Esq.
George Arthur Fuller, Esq.
Charles Emanuel Goodhart, Esq.
James Alexander Gordon, Esq.
Edward Hawkins, Jun., Esq.
Kirkman D. Hodgson, Esq., M.P.
William James Lancaster, Esq.
John Dorrien Magens, Esq.
John Timothy Oxley, Esq.
Benjamin Shaw, Esq.
Wm. James Thompson, Esq.
Henry Heyman Toulmin, Esq.
Matthew Whiting, Esq.

INSURANCES against Loss by Fire are effected by the Phœnix Company upon every description of Property, in every part of the World, on the most favorable Terms.

The promptitude and liberality with which its engagements are always met by this Company are well known, and the importance of its relations with the Public may be estimated from the fact that since its establishment it has paid more than *Eight Millions Sterling* in discharge of Claims for Losses by Fire.

The undersigned having been appointed agents of the above Company are prepared to insure Buildings, Merchandise, Goods, and Property against Fire for *large amounts.*

They are also authorized to insure Ships in the harbour against Fire, with or without cargo.

Claims will be paid either by the Agents here or the Company in London.

HUGHES, WILLGOSS & Co.

26ma-65 387 Yokohama, 3rd Mar., 1864.

HOME AND COLONIAL ASSURANCE COMPANY,

Limited.

Capital, £2,000,000,

In 40,000 *Shares of £50 each. With Power of Increase.*

£1,000,000 Issued.

Directors.

Chairman: John Paterson, Esq., Director of the Alliance Bank.

Deputy-Chairman: Alexander Fraser, Esq., (Maclaine, Watson & Co. of Batavia.)

* James Anderson, Esq. (Anderson Thomson & Co.,) London.

William Frederick Baring, Esq., Director of the Bank of Hindustan.

*Stephen Busk, Esq., Director of the Merchant Banking Company.

William Duthie, Esq., Director of the Standard Bank of British South Africa.

Lewis Fraser, Esq., (Maclaine, Fraser & Co.,) Singapore.

Clark Irving, Esq., Hyde Park Square.

* Duncan James Kay, Esq., (Kay, Findlay & Co.,) London.

James Lyall, Esq., (Lyall, Rennie & Co.,) Calcutta.

T. W. L. Mackean, Esq., London, Chairman of the Bank of British Columbia.

James McMaster, Esq., (late of William McMaster & Brother,) Toronto and Manchester.

Brinsley de Coursey Nixon, Esq., Queen's-gate-gardens.

Augustus Henry Novelli, Esq., (Novelli & Co.,) London and Manchester.

Felix Pryor, Esq., (of the late firm of H. and J. Johnston & Co)

John Swindell, Esq., (Swindell & Matthews,) Mincing Lane.

William Patrick Adam, Esq., M.P., Blair Adam, Kinrosshire.

Henry Thurburn, Esq., 5, Queensborough Terrace.

* James Wyllie, Esq., (Gladstone, Wyllie & Co.,) Calcutta.

* *Directors of the Marine Department only.*

Underwriter.

J. J. Choisy, Esq.,

Bankers.

London: The Alliance Bank, Lothbury.
„ The Consolidated Bank, Fenchurch Street.

Agents.

Bombay—Messrs. Findlay, Scott & Co.
Kurrachee—Messrs. Findlay & Co.
Madras—Messrs. Binney & Co.
Calcutta—Messrs. Gladstone, Wyllie & Co.
Rangoon—Messrs. Gladstone, Wyllie & Co.
Singapore—Messrs. Maclaine, Fraser & Co.
Penang—Messrs. Fraser & Co.
Batavia—Messrs. Maclaine, Watson & Co.
China—Messrs. Turner & Co.

The undersigned having been appointed Agents for the above Company in China, are prepared to issue Policies upon Marine Risks, at current rates of premium.

TURNER & Co.

tf 480 Shanghai, 26th July, 1864.

NORTH CHINA INSURANCE COMPANY.

NOTICE is hereby given that Mr. John Stewart Mackintosh has been appointed Secretary to the Company, and is authorized to sign policies and to transact the general business of the Company.

Mr. Wm. Lemann will cease from this date to act as Secretary.

It is particularly requested that all communications be addressed to the Company's Office next to the Commercial Bank, with the Chinese Stamp "Pau-ka" and not to Messrs. Gilman & Co.'s "Taiping." Firms or persons not having the "Pau-ka" Stamp will be supplied on application to the Secretary. By order of the Directors,

W. LEMANN,
Secretary pro. tem.

tf 422 Shanghai, 25th April, 1864.

INSURANCES.

ASIATIC BANKING CORPORATION.

Incorporated by Royal Charter.

Authorised Capital £2,000,000.
Subscribed Capital £500,000 of which £300,000 is paid, and remainder in course of being called up.
Head Office—No. 4 Lombard Street.

Board of Directors.

Francis Boykett, Esq., Chairman (Messrs. Timothy Wigging and Co.)

J. A. Russell, Esq., Deputy-Chairman (Messrs. Grey and Coles, and Grey and Co., Bombay.)

Thomas Cardwell, Esq., (Messrs. Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay.)

Charles A. Fearon, Esq., (Messrs. Fearon and Co., late of Messrs Augustine Heard and Co., China.)

William Maitland, Esq., (Messrs M'Kilop, Stewart and Co., Calcutta.)

Committee in Bombay.

The Hon. Michael H. Scott (Messrs. Ritchie, Steuart, and Co.)

Robert Hannay, Esq., (Messrs. Grey and Co.)

Cowasjee Jehanghier, Esq.

General Manager.—Harry John, Esq., late Agent at Bombay for Chartered Mercantile Bank of India, London and China.

Bankers.

The Bank of England.
The London Joint Stock Bank.

Brokers—Messrs. Foster and Braithwaite.
Solicitors—Messrs Freshfields and Newman.

Auditors.

Messrs Coleman, Turquand, Youngs and Co.

Agencies and Branches are being organised at Bombay, Calcutta, Singapore, Ceylon, Hongkong, and Shanghai.

The Corporation will shortly be prepared to grant Drafts, and negociate Bills of Exchange payable at the above places, issue Letters of Credit, and conduct every description of Banking business connected with the East.

6fe 485 6th August, 1864.

UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks at the Current Rates of Premium.

DOW & Co.

31de 324 Shanghai, 1st January, 1864.

BOMBAY ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks on the usual terms and conditions.

DAVID SASSOON SONS & Co.

tf 170 Shanghai, 29th June, 1863.

THE

Oriental Bank Corporation.

(INCORPORATED BY ROYAL CHARTER, 30TH AUGUST, 1851.)

PAID-UP CAPITAL, £1,260,000.
RESERVED FUND, £252,000.

COURT OF DIRECTORS.

Harry George Gordon, Esq., *Chairman.*
William Scott Binny, Esq., *Deputy-Chairman.*
James Blyth, Esq.
John Lowis Bonhote, Esq.
William Walter Cargill, Esq.
Alexander Mackenzie, Esq.
Lestock Robert Reid, Esq.
Patrick F. Robertson, Esq.
Charles J. F. Stuart, *Chief Manager.*
Patrick Campbell, *Sub-Manager.*

BANKERS.

BANK OF ENGLAND.
UNION BANK OF LONDON.

AGENTS IN SCOTLAND.

NATIONAL BANK OF SCOTLAND.
COMMERCIAL BANK OF SCOTLAND.
R. DUNDAS CAY, 23, St. Andrew Square, Edinburgh.

AGENTS IN IRELAND.

PROVINCIAL BANK OF IRELAND.
THE NATIONAL BANK.

HEAD OFFICE· THREADNEEDLE STREET, LONDON, E.C.

SHANGHAI AGENCY.

Banking.

THE Corporation receive money on Deposit, re-payable on demand, upon which no interest is allowed.

They also receive money on Fixed Deposit, re-payable at Twelve Months Notice, upon which interest at Five per cent per annum is allowed.

They discount Bills and Notes payable in Shanghai, having at least two approved names unconnected in general partnership, and they make advances upon Bullion and Goods not of a perishable nature, in the custody of the Bank.

Exchange.

The Corporation issue Drafts on the Bank of England payable on demand, and on the Union Bank of London payable at Six months sight; and they grant Circular Notes for the use of travellers, negociable in all towns of importance throughout the world.

They also issue Drafts on the Agencies and Branches of the Corporation at Hongkong, Yokohama, Bombay, Calcutta, Ceylon, Madras, Mauritius, Melbourne, Singapore, and Sydney, at the exchange of the day.

Bills payable in Europe or in any of the above places are purchased or remitted for collection.

Information as to the rules of business may be had at the Office, or on application by letter to the Agent

D. McLEAN,
Acting Agent.

tf 490 Shanghai, August, 1864.

INSURANCES.

GUARDIAN FIRE & LIFE ASSURANCE COMPANY

11, Lombard St. London.

Established 1821.

CAPITAL TWO MILLIONS STERLING.

Directors.

Sir Minto Farquhar, Bart., M.P., *Chairman.*
Charles Wm. Curtis, Esq., *Depy. Chairman.*
Henry Hulsey Berens, Esq.
Henry Bonham Carter, Esq.
Charles F. Devas, Esq.
Francis Hart Dyke, Esq.
Sir Walter R. Farquhar, Bart.
James Goodson, Esq.
Thomas Hankey, Esq., M.P.
John G. Hubbard, Esq., M.P.
F. H. Jansen, Esq.
G. J. Shaw Lefevre, Esq , M.P.
John Martin, Esq.
Rowland Mitchell, Esq.
James Morris, Esq.
Henry Norman, Esq.
Henry R. Reynolds, Esq.
Abraham John Robarts, Esq.
William Steven, Esq.
Henry Vigne, Esq.

Secretary.
Thomas Tallemach, Esq.

Actuary.
Samuel Brown, Esq.

Superintendent of Fire Department.
Isaac Delvalle, Esq.

The undersigned have been appointed Agents to the above named Company in China and are prepared to grant Policies here or at any of the Treaty Ports against Fire on the usual terms.

ALFRED WILKINSON & Co.

25ju-65 455 Shanghai, 25th June, 1864.

COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Marine risks on the usual terms.

Policies payable in the principal ports of India and China.

BOURJAU, HUBENER & Co.

tf 123 Shanghai 14th May, 1863.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents at this port for the above Company, are prepared to accept risks at the current rates of premium.

WILSON, CORNABÉ & Co.

loc 463 Chefoo, 24th June, 1864.

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, Leadenhall Street, London.
JAMES HARTLEY & Co., *Managers.*
Established 1847.

THE Undersigned having been appointed Agents at Nagasaki for the above office are prepared to accept risks by first class steamers.

GLOVER & Co.

2jy-65 465 Nagasaki, 1st July, 1864.

MANCHESTER FIRE ASSURANCE COMPANY.

Of Manchester and London.

Capital One Million Sterling.

THE Directors have the pleasure to announce the appointment of Messrs. Holliday, Wise & Co. as Agents for this Company at Hongkong, Shanghai, Canton, Hankow, and Foochow; who are prepared to grant Insurance at current rates, and of whom all needful information may be obtained.

By order of the Board,
JAS. B. NORTHCOTT,
Secretary.

tf 319 Shanghai, 24th Dec., 1863.

THE LANCASHIRE INSURANCE COMPANY.

THE Directors of the Lancashire Insurance Company have appointed Messrs. W. R. Adamson & Co. Agents for the Company at Shanghai.

By Order,
GEORGE STEWART,
General Manager.

tf 240 Manchester, July 1863.

THE NORTHERN ASSURANCE COMPANY.

Capital £1,259,760 Stg.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against Fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.

tf Shanghai, 3rd February, 186

NOTICE.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in China for the above-named Insurance Company, are now prepared to issue Policies against Marine Risks upon the usual terms, to the extent of Mexican $47,000 b ing Ship, and Mexican $90,000 by Steam

WM. PUSTAU & Co.

22oc-64 Shanghai, 18th April,

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the contents of any one building, situated on the British Concession or Chefoo, lin, Tientsin.

SMITH, KENNEDY & Co.

tf Shanghai, 25th Aug, 1862.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to Grant Policies against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.

TURNER & Co.

tf Shanghai, 9th April, 1862.

INSURANCES.

COMMERCIAL UNION ASSURANCE COMPANY.

Marine Branch: 5 Royal Exchange Avenue, LONDON.

Capital, ... 2,500,000.

THE Undersigned having been appointed Agents for the *Marine Branch* of the above Company, are prepared to issue Policies at current rates of Premium.

GIBB LIVINGSTON & Co.

tf 258 Shanghai, 14th Oct., 186

YANGTZSE INSURANCE ASSOCIATION.

THE Undersigned, having been chosen Secretaries and Agents of this Association, are prepared to issue Policies upon Marine Risks at current rates of premium.

Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Fuchau and Shanghai.

In addition to the usual brokerage, this Association returns to the assured of each year, at the close of each current year, fifteen per cent of the profits of the Company for that year, divided *pro rata* to the amount of premiums paid by each Policies holder.

The following appointments of Agents for the Association have been made in the Northern Ports of China and in Japan.

S. W. Pomeroy, Jr. Esq., *at* Tientsin.
Messrs. Knight & Co., „ Newchwang.
„ Meadows & Co., „ Chefoo.
„ Walsh & Co., „ Nagasaki.
„ Walsh, Hall & Co., „ Kanagawa.
RUSSELL & Co., Secretaries.

tf Shanghai, 1st November, 1862.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one Building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.

tf Shanghai, 25th February, 1859.

"HAMBURG—BREMEN" FIRE INSURANCE COMPANY."

THE Undersigned having been appointed Agents in China for the above named Company are prepared to grant Policies against Fire at Shanghai to the extent of £10,000,—on one risk, as under:

1.—On Buildings or on their contents.
2.—On Ships, lying in port, or on their contents.

For further particulars apply to

WM. PUSTAU & Co.,
Agents in Shanghai.

tf Shanghai, 1st December, 1858.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on Ordinary Marine Risks to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.

tf Shanghai, 13th February, 1857.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above named Company, at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored thereon.

GIBB, LIVINGSTON & Co.

tf Shanghai, 15th September, 1858.

HOUSES & LAND.

NAGASAKI.

TO Let, a dwelling House pleasantly situated on the Sagaramatre hill, particularly adopted for invalids, or families well to spend the summer there.

The house consists of four reception Rooms on the ground floor and four bed rooms upstairs, good offices, large gardens, all in order.

For particulars apply to

BUISSONNET & Co.,
Shanghai.

PIGNATEL & Co.,
Nagasaki.

453 Shanghai, 18th June, 1864.

FOR SALE.

FOR SALE.

SHERRY Yasi's in 2 & 5 doz. cases,	Tls.	8	p. doz
Port, „ „ „ „	„	8	„
Champagne, in 1 „ „	„	12	„
Claret, (Barton & Guestier's)			
St. Julien, in 1-doz. cases,	„	8	„
Medoc, 1 „	„	5	„
Cognac Brandy, 1 „	„	10	„
do. do. 1 „	„	6	„
India Pale Ale, 4 „ casks	„	2	„

CHAPMAN, KING & Co.

tf 223 Shanghai, 12th September, 1863.

WORKS ON SALE.

At the Presbyterian Mission Press.

BROWN'S Colloquial Japanese or Conversational sentences in English and Japanese, ...$6.00.

Martin's Anylitical Reader, a Short Method for Learning the Chinese written Language, ...$4.00.

Edkins' Mandarin Grammar—a Grammar of the Chinese Colloquial Language commonly called the Mandarin Dialect, ...$5.00

Edkins' Progressive Lessons in the Chinese spoken language ....$2.00.

Culbertson's China or Darkness in the Flowery Land, ...$1.00.

Hernisz's Guide to Conversation in the English and Chinese Languages, ...$3.00.

Macgowan's Phrases in the Shanghai Dialect, ...$5 00.

27ju-65 163 Shanghai, 27th June, 1863.

FOR SALE.

GIESLER'S Creaming Champagne, Port, Sherry, &c., &c.

SMITH, KENNEDY & Co.

tf Shanghai, 16th September, 1859.

MISCELLANEOUS.

GABRIEL.

PRACTICAL TREATISE ON THE HUMAN TEETH.

By Messrs. Gabriel, London, Liverpool, &c.

IN some thirty pages Messrs. Gabriel, the well-known dentists, discuss the whole subject of the teeth and their proper treatment, for the purpose of preservation. The subject is treated philosophically and practically in all its phases, and with the information is combined much seasonable advice as to the preservation of these important ornaments of the face. The authors have had a large experience in this branch of business, and they are able to give good reasons for the modes and processes which they recommend in these pages. The functions of the true dentist are of great value in the present age, and the bulk of men and women find that it is safest and best to place themselves in this department of surgery, in the hands of the properly qualified adviser. *Extract from "Salford Weekly News," January 4th, 1864.—As may be seen by reference to our advertising columns, Messrs. Gabriel supply Artificial Teeth and Gums on their patented system, irrespective of distance or climate.*

SCREW AND PADDLE STEAMERS, &c.

G. H. HARRINGTON & Co. MARINE ARCHITECTS, ENGINEERS AND SURVEYORS, 27, Leadenhall Street, London E.C.

Contracts entered into for Building Wood or Iron Screw and Paddle Steamers, Sailing Ships, Tugs or Barges suited to Sea or River Navigation.

Patent Combination Vessels with Teak Planking and Iron Frames.

Estimates and particulars forwarded on application, and contracts made for delivery of all kinds of Vessels in China, &c.

6fe-65 492 13th Aug., 1864.

THE SHANGHAI GAS COMPANY.

Capital, Sh: Tls 150,000.
In 1500 Shares of Sh: Tls. 100, each.

NOTICE is hereby given that the few remaining un-allotted Shares can still be obtained on application to the undersigned.

By order of the Directors,
COWIE & Co.,
Secretaries, S.G C.

tf 497 Shanghai, 1st Sept., 1864.

NOTICE.

THE Undersigned having a supply of Piles, Timber and other material suitable for Wharf-building, a Steam-pile-driving apparatus and an experienced Wharf-builder to superintend the same is prepared to furnish plans and estimates of cost, also to enter into contracts for the erection of Wharves.

ALBERT L. FREEMAN.

Hong-que, house adjoining Heard & Co.'s Wharf.

tf Shanghai, 30th October, 1862.

E. & H. T. ANTHONY & CO.,

501, Broadway, New York.

MANUFACTURERS of fine Photographic Chemicals, Paper, and all Photographic requisites, also of Photographic Albums and Stereoscopes.

18ju-65 454 June 18th, 1864.

N. BIRKENSTAEDT & CO.,

ARCHITECTS AND CIVIL ENGINEERS.

Sin-tuk-kee, Foochow Road.

tf 475 Shanghai, 23rd July, 1864.

JOHN GAVIN,

CIVIL ENGINEER AND ARCHITECT.

HANKOW.

tf 405 9th March, 1863.

A. MARKS and Co.,

Auctioneers and Commission Agents.

Yokohama,
JAPAN.

tf 264 Yokohama, 5th October, 1863.

McKENZIE & CO.,

Ship Chandlers, Store-keepers, and Provisioners,—Soda Water, and Lemonade Manufacturers.

Yang-king Pang,
SHANGHAI.

WHITFIELD & KINGSMILL,

Civil Engineers and Architects.

Yew-kun.

Orders received for Machinery and Iron work of all descriptions to be executed in England under the superintendence of an Experienced Civil Engineer and Machinist.

tf 34 Shanghai, 23rd January, 1863.

HALL & HOLTZ,

SHIP CHANDLERS, STOREKEEPERS AND BAKERS,
BREAD AND BISCUITS.
SHANGHAE.

W. M. MORGAN & CO.,

Brokers, Commission Agents, and Auctioneers,

D'Aguilar Street,

tf HONGKONG.

Wm. DATO and Co.,

GENERAL STORE-KEEPERS, WINE AND SPIRIT MERCHANTS,
SHANGHAI.

Yang-king-pang, Corner of Rue Montauban.

tf Shanghai, 4th April, 1862.

[*Edited by* R. ALEXANDER JAMIESON. *Printed & Published every Saturday, at the North-China Herald Office, Shanghai.*]

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SHANGHAI TEA, SILK, COTTON AND OPIUM RETURNS. FOR SEASON 1864–1865.

From Imperial Maritime Customs.

TEA.

GREAT BRITAIN.

Ship.	Cleared.	Destination	Congou.	Souchong.	Oolung.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gun Powder.	Total Green.
tal as per last Report.....			145443.77	40.32	8.64	...	...	145492.73	733.70	11.00	6096.60	1363.18	71.43	664.25	1697.83	5230.28	15868 27
poleon III....	Sept. 12	London	5347.75	...	...	...	...	5347.75	...	...	689.26	82.78	24.70	145.82	455.18	547 10	1944.84
		Piculs.....	150791 52	40 32	8.64	...	..	150840 48	733.70	11.00	6785.86	1445.96	96.23	810.07	2153.01	5777 38	17813.11

HONGKONG AND COAST PORTS.

Ship.	Cleared.	Destination.	Congou.	Souchong.	Oolung.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gun Powder.	Total Green.
otal as per last Report.....			3501.79	0.90	...	...	...	3502.69	182.74	...	0.23	89.96	...	...	0.22	11.22	284.37
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Piculs.....	3501.79	0.90	...	...	...	3502.69	182.74	...	0.23	89.96	...	...	0.22	11.22	284.37

UNITED STATES.

Ship.	Cleared.	Destination.	Congou.	Souchong.	Oolung.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial	Gun Powder.	Total Green.
lary	Aug. 11	New York.	...	...	...	...	...	...	...	...	97.60	...	...	...	137.55	73.62	308.77

SILK.

GREAT BRITAIN.

Ship	Cleared	Destination	Raw Bales	Raw Piculs	Thrown Bales	Thrown Piculs	Total Bales	Total Piculs	Japan Re-exports Bales	Re-exports Piculs	Transhipment Bales	Transhipment Piculs	Coarse Bls.	Coarse Pls	Refuse Bales	Refuse Piculs	Cocoons Bales	Cocoons Piculs
Total as N.leon III	per last Report	Report....	4	35.17	.....		44	35.17	48	31.19½	.....		10	14.30	220	384.85	.....	
	Sept. 12	London		....	.....		.....		.....		.....		....		20	48 56	.....	
				....	.....		.....		.....		.....		....		.....		.....	
				....	.....		.....		.....		.....		....		.....		.....	
			44	35.17	.....		44	35.17	48	31.19½	.....		10	14 30	240	433.41	.....	

HONGKONG.

Ship	Cleared	Destination	Raw Bales	Raw Piculs	Thrown Bales	Thrown Piculs	Total Bales	Total Piculs	Japan Re-exports Bales	Re-exports Piculs	Transhipments Bales	Transhipments Piculs	Coarse Bls	Coarse Pls	Refuse Bales	Refuse Piculs	Cocoons Bales	Cocoons Piculs
Total as per Volunteer,	last Report		10300	8191.46	7	7.20	10307	8198.66	164	119.76½	801		..		....		87	130.00
	Sept 14	Foochow	..		....		....		....		....		..		2	1.22	....	
			10300	8191.46	7	7 20	10307	8198.66	164	119.76½	801		..		2	1.22	87	130.00

COAST PORTS.

Ship.	Cleared	Destination	Raw Bales	Raw Piculs	Thrown Bales	Thrown Piculs	Total Bales	Total Piculs	Japan Re-exports Bales	Re-exports Piculs	Transhipments Bales	Transhipments Piculs	Coarse Bls.	Coarse Pls	Refuse Bales	Refuse Piculs	Cocoons Bales	Cocoons Piculs
Total as Elizabeth..	per last Report		23	18.40	.....		23	18.40	....		....		..		....		1	1.05
	Aug. 19	Foochow..	6	4.80	....		6	4.80	....		....		..		....		....	
			29	23 20	....		29	23 20	....		....		..		....		1	1.05

UNITED STATES.

Ship	Cleared	Destination	Raw Bales	Raw Piculs	Thrown Bales	Thrown Piculs	Total Bales	Total Piculs	Japan Re-exports Bales	Re-exports Piculs	Transhipments Bales	Transhipments Piculs	Coarse Bls.	Coarse Pls	Refuse Bales	Refuse Piculs	Cocoons Bales	Cocoons Piculs
Mary	Aug. 11	New York	51	40.76	....		51	40.76	74	55.99	....		..		....		....	

COTTON.

Ship.	Cleared	Great Britain. Export	Great Britain. Re-export	Great Britain. Transhipped	Hongkong. Export	Hongkong. Re-export	Hongkong. Transhipped	Coast Ports. Export	Coast Ports. Re-export	Coast Ports. Transhipped	India. Export	India. Re-export	India. Transhipped	America. Export	America. Re-export	America. Transhipped	Total. Piculs.
Total as per last Report.....		53,773	19,711	..	14,407	5,117	1,036	8,584	604	102	..	..	..	..	..	..	103.3.34
Coren.....	Sept. 12	..	..	..	414	..	..	..	..	..	..	..	..	..	..	..	....
Viola.....	" 14	..	..	..	2,052	..	..	..	..	..	..	..	..	..	..	..	....
		53,773	19,711	..	16,873	5,117	1,036	8,584	604	102	..	..	..	..	..	..	105.8.40

N.B.—In the above list fractions of a picul less than one half are neglected, while portions greater than one half are counted as one picul.

OPIUM.

From July 1st to September 3rd, 1864.

IMPORTED.

	Malwa. Chests.	Malwa. Weight.	Patna Benares. Chests	Patna Benares. Weight.
Total as per last Report, ...	3540	3540 00	1877	2252 40
Imported for re-exportation without being ...ed on board Receiving Vessels, or landed ..	10	10.00	..	..
Imported direct to the shore, ...	13	13 00	14	16.00
Total..	3563	3563 00	1891	2269 20

Landed from Receiving Vessels and intended chiefly for local consumption.

Total as per last Report, ...	2546½	1544.62	1502	1802.24
From Sept. 3rd to Sept. 10th..	1.9	157 13	163	195.80
Total ..	2708½	1701.75	1665	1997.84

RE-EXPORTED.

Description.	Chinkiang. Chests.	Chinkiang. Weight	Kiukiang. Chests.	Kiukiang. Weight.	Hankow. Chests.	Hankow. Weight.	Chefoo. Chests.	Chefoo. Weight	Tientsin. Chests.	Tientsin. Weight	Newchwang. Chests.	Newchwang. Weight	Ningpo. Chests	Ningpo. Weight.	Foochow. Chests.	Foochow. Weight.	Hongkong. Chests.	Hongkong. Weight.	Total. Chests.	Total. Weight.
Total as per last Report	196½	196 50	627	627 20	297	300 20	95	96.20	561	567 00	144	144.00	349½	356.25	5	5.00	..	..	2275	2297.35
Malwa.....	36	36.00	7	...	11	..	23	23.00	..	..	..	..	..	..	..	..	..	..	223	2230.00
Patna & Benares.....	..	..	..	700	..	100	..	..	77	77.00	..	...	96	69 00	..	..	..	..	19	22.800
Turkey	..		..	..	..	..	..	..	4	4 80	..	..	15	18 00	..	..	..	..	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1 60	2	1.60
Total....	232½	232 50	634	634 20	308	311.20	118	119.20	642	648 80	144	144.00	433½	443.25	5	5.00	2	1.60	2519	2539.75

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Established 1814.

SLATE BILLIARD TABLES,

SOLID OR OTHERWISE, TO SUIT ALL CLIMATES.
BY APPOINTMENT.

MESSRS. THURSTON & CO.,

BILLIARD TABLE MANUFACTURERS,

TO HER MAJESTY THE QUEEN, AND H.R.H. THE PRINCE OF WALES,

14, *Catherine Street, Strand, London,*

AND AT SALISBURY WHARF, ADELPHI, W.C.

Cloths of the finest texture. Balls of superior and well-seasoned Ivory turned on the truest Mechanical principles.

Inventors and Manufacturers of

THE CENTRAL REVOLVING LAMP,
Being the best Light ever constructed for Billiard Tables.

THE GAME OF BILLIARDS,
By Edwin Kentfield, of Brighton, London; Published by the Proprietors, THURSTON & Co.

1au-65 493 Shanghai, 13th Aug., 1864.

SAUCE.—LEA AND PERRINS'

WORCESTERSHIRE SAUCE.

PRONOUNCED
BY
CONNOISSEURS
TO BE THE
ONLY GOOD SAUCE AND APPLICABLE
TO
Every Variety of
DISH.

Extract of a Letter from a medical gentleman at Madras to his brother at Worcester, May, 1851.

"Tell Lea and Perrins that their Sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome sauce that is made.

CAUTION.

LEA AND PERRINS

Beg to caution the public against spurious imitations of their celebrated

WORCESTERSHIRE SAUCE.

L. & P. have discovered that several of the Foreign Markets have been supplied with SPURIOUS IMITATIONS, the labels closely resembling those of the genuine Sauce, and in one or more instances the name of L. and P. *forged.*

L. and P. will proceed against any one who may manufacture or vend such imitations, and have instructed their correspondents in the various parts of the world, to advise them of any infringement of their rights.

ASK FOR LEA AND PERRINS' SAUCE.

*** Sold Wholesale and for Export, by the Proprietors, Worcester; Messrs. CROSSE & BLACKWELL; Messrs. Barclay and Sons, London; &c., &c.; and by Grocers and Oilmen universally.

31de 318 1-ec. 24 1863.

ANY ONE CAN USE THEM.

A basin of water is all that is required to produce the most brilliant and fashionable colours on
SILKS, WOOLLENS, COTTONS, RIBBONS, &c.,
IN TEN MINUTES,
By the use of

JUDSON'S SIMPLE DYES.

Ten colours, Price 1s. 6d., 2s. 6d., and 5s. per bottle.

These Dyes will also be found useful for imparting colour to
FEATHERS, FIBRES, GRASSES, SEAWEED, IVORY, BONE, WOOD, WILLOW SHAVINGS, PAPER,
Also for
TINTING PHOTOGRAPHS AND FOR ILLUMINATING.

May be had of all Chemists throughout the United Kingdom and British Colonies.

Wholesale Depot: 19, Coleman Street, LONDON.

4ju-65 444

NORTH-CHINA INSURANCE COMPANY.

NOTICE is hereby given that share No. 92, held by Messrs. DALLAS, PEARSON & Co. and No. 115 held by Messrs. MAITLAND MACLEAN & Co., are in the hands of the Company for Sale, and tenders for purchase of same will be received by the undersigned until 31st August, 1864.

By order of the Directors,
J. S. MACKINTOSH,
Secretary.

tf 482 Shanghai, 27th July, 1864.

JOYCE'S AMMUNITION

ESTABLISHED 1820.

The following articles, of the best quality, for Sporting and Military use, may be had of all Gunmakers and Dealers in Gunpowder.

TREBLE WATERPROOF CENTRAL FIRE PERCUSSION CAPS.

CHEMICALLY-PREPARED CLOTH, FELT, AND PAPER WADDINGS.

Cartridge Cases for Breech-loading Guns, and Wire Catridges for Killing Game at Long Distances.

FREDERICK JOYCE & Co.,
Patent and Manufacturers,
57, Upper Thames Street, London, E.C.
Manufacturers to Her Majesty's War Department.
Wholesale only.

3dc o-a-f 450 June 18, 1864.

INDIGESTION & STOMACHIC WEAKNESS.

PEPSINE WINE.

T. MORSON & SON

Direct the attention of all suffering from these serious complaints to their far-famed preparation of Pepsine, which supplies in a palatable form the principles of digestion. Each teaspoonful contains a dose of the medicinal Pepsine.

The researches of the most eminent of the faculty of London and Paris have enabled MORSON & SON to offer the purest and surest substitute for the Gastric Juice which assimilates the food to the requirements of the human frame. Its use is now becoming universal.

Sold in Bottles 3s., 5s., and 10s. each; and may be obtained through Chemists and Druggists, and Patent Medecine Vendors.

MORSON'S PEPSINE LOZENGES
In Boxes 2s. 6d. and 4s. 6d. per box.
ALSO,
MORSON'S PEPSINE POWDER.

MORSON'S PATENT GELATINE.

A Pure and Economical Substitute for Russian Isinglass, forming a Colourless Jelly, which possesses the Nutritious and Restorative Properties of the best Calves' Feet Jelly.

In Packets, 6d., 1s., and 1s. 6d. each.

MANUFACTURES OF
CHEMICAL AND PHARMACEUTICAL PREPARATIONS,
AND WHOLESALE AND EXPORT DEALERS IN
Drugs, Medicines, & Photographic Chemicals.

WHOLESALE AND RETAIL BY

T. MORSON AND SON,

19 & 46, SOUTHAMPTON ROW, LONDON.

*** Orders (to be made payable by London Houses) are carefully prepared and shipped in any quantity to all parts of the World.

24se 397 March 26th, 1864.

Pure Drugs, Chemicals, &c.

BURGOYNE & BURBIDGES'

Cestor Oil, selected, in quarts, pints, ½, ¼, & ⅛-pints.
Currie Powder, in 2-oz., 4-oz., 8-oz. & 16-oz. bottles.
Cod Liver Oil, finest Newfoundland, in qrts., pints, and ½-pints.
Concentrated Decoction of Sarsaparilla, in quarts, pints, and ½-pints.
Essences, "Ginger & Peppermint," ½, 1, and 2-oz. corked or stoppered bottles.
Flavouring Essences, in ½, 1, and 2-oz. corked or stoppered bottles.
Fluid Extract of Dandelion, in quarts, pints, and ½-pints.

PATENT CAPSULE BOTTLES.
These Preparations are invaluable in hot climates, as Alteratives, Tonics, Stomachics & Mild Aperients.

Granular Efferves: Carbonate of Iron,
Granular Efferves: Carbonate of Lithia.
Granular Efferves: Citrate of Iron,
Granular Efferves: Cit. of Iron and Quinine,
Granular Efferves: Citrate of Lithia,
Granular Efferves: Citrate of Magnesia,
Granular Efferves: Citrate of Quinine,
Pepsine Wine, ½, ½, and pints.
Quinine in ¼, ½, and 1-oz. hermetically sealed bottles.
Salad Oil, "Finest Lucca," quarts pints, and ½-pints.
Seidlitz, Soda, Ginger Beer, and Lemonade Powders, wrapped in tin foil papers. In boxes.
Tasteless Seidlitz in one powder, in patent capped bottles in cases.
Scents:—Boquet, Frangipanni, Jasmin, Jockey Club, Lavander Water, Marechale, Millefleurs, Patchouli, Rondelitia, Spring Flowers, Verbena, Wood Violets, and every other description.
The whole of the above articles can be packed in other sized bottles, if so ordered.

Note.—The trade mark and label is affixed to every bottle, &c.

To be had through all Druggists and Storekeepers throughout the World.

BURGOYNE & BURBIDGES,
EXPORT DRUGGISTS,
COLEMAN STREET, LONDON.

Publish Monthly a Price Current of nearly

3000 DRUGS,

CHEMICAL, PHARMACEUTICAL AND PHOTOGRAPHIC
Preparations, the Prices of all
PATENT MEDICINES, SURGICAL INSTRUMENTS
and APPLIANCES and every description of
DRUGGISTS' SUNDRIES.

This is the most complete List ever published, and will be forwarded every month, FREE OF ALL CHARGE, to any part of the World, upon application.

*** As the latest fluctuations of the market are always noted, this List is invaluable to Chemists, Druggists, Storekeepers, and Surgeons.

3de o-a-f 451 June 18, 1864.

CAUTION.

ELLWOOD'S PATENT AIR-CHAMBER HATS.

The Patentees having established the validity of their Patent, in an action tried on the 20th and 21st days of June instant, in the Court of Common Pleas at Westminster, before Lord Chief Justice Erle and a Special Jury, in which Ellwood and another of No. 24, Great Charlotte Street, Blackfriars Road, in the Borough of Southwark, Wholesale Hat Manufacturers, were Plaintiffs; and Christy and others of No. 35, Gracechurch Street, in the City of London, also Wholesale Hat Manufacturers, were Defendants; and the Jury having by their Verdict found, that the above named Defendants had infringed the Plaintiffs' Patent, and that the Invention was new in England and in India, at the date of the Letters Patent. We, the above named Plaintiffs, do hereby give notice to all Manufacturers, Dealers in, and Sellers of Hats, Caps, or Helmets, that we shall proceed by Suit in Chancery, against all persons so manufacturing, dealing in, or selling Hats, Caps, or Helmets, constructed on the principle of "ELLWOOD'S PATENT AIR-CHAMBER HAT;" unless the previous consent of the Patentees be obtained, at the same time reserving to ourselves the right of taking proceedings against prior Infringers.

Dated this 24th day of June, 1864.

JOHN ELLWOOD & SONS,
24, GREAT CHARLOTTE STREET, BLACKFRIARS ROAD, SOUTHWARK,
Patentees for Air-Chamber Hats.

CAUTION.—No Air-Chamber Hats or Helmets are genuine unless they bear the above stamp, with either Ellwood and Son's, or the seller's name in the shield.

10sep-65 502

From "The Times and Daily Papers," June 21st and 22nd, 1864.

INFRINGEMENT OF PATENTS.

COURT OF COMMON PLEAS,
WESTMINSTER, JUNE 20TH AND 21ST.

(Sittings at Nisi Prius, at Westminster, before the Lord Chief Justice ERLE *and a Special Jury.)*

ELLWOOD AND ANOTHER *v.* CHRISTY AND OTHERS.

Mr. Hindmarsh, Mr. Webster, and Mr. T. Ashton were counsel for the plaintiffs, and Mr. Bovill, Sir G. Honyman, and Mr. Murray for the defendants.

This was an action for the infringement of a patent for a double ventilating solar hat made for India, of which the plaintiff was the assignee.

The plaintiffs are hat manufacturers in Great Charlotte-street, Blackfriars-road, and the defendants are in the same way of business in Gracechurch-street. The invention was thus described in the specification of the patent:—"Each hat is composed of two parts, leaving a space or chamber between them, so that in hot climates the heat of the sun acting on the exterior of a hat shall not pass to the head of the wearer, but be greatly modified by the non-conducting properties of the air in the space or chamber. This space may be either closed, or it may have passages for air to enter and also to pass away."

The defendants pleaded "Not guilty," traversed that the plaintiff was assignee, and alleged that the invention was not new.

The jury, after considering the matter for an hour and a half, found that the defendants had infringed the plaintiffs' patent, and that the principle of the patent was new in 1861, both in England and in India.

Verdict for the plaintiffs.

tf 503

AMMUNITION.

Eley's Ammunition

OF EVERY DESCRIPTION

For Sporting or Military Purposes.

DOUBLE Waterproof Central Fire Caps, Felt Waddings, to prevent the leading of Guns, Wire Cartridges for killing Game, &c., at long distances, Breech Loading Cartridge Cases of superior quality for Shot Guns and Rifles, Pin Cartridges for "Lefaucheux" Revolvers of 7, 9, and 12 millimetres.

Jacob's Rifle Shot Tubes, Cartridges and Caps for Colt's.

Deane's, Tranter's, Adams', and other Revolvers.

BALL CARTRIDGES

For Enfield, Whitworth, and Henry's Rifles, also for Westley Richard's, Terry's, Wilson's, Prince's, Deane's, and other Breech Loaders.

Bullets of uniform weight made by compression from soft Refined Lead.

ELEY BROS., Gray's-Inn-Road, London, W. C.
[WHOLESALE ONLY.]

1au-65 494 o-a-f 13th Aug., 1864.

COPPER-PLATE PRINTING.

CARDS Printed from ENGRAVED COPPER-PLATES at the *North-China Herald* Office.

Shanghai, May, 1863.

PICKLES, SAUCES, JAMS, &c.,
Free from Adulteration,
Manufactured by

Crosse and Blackwell,

Purveyors to the Queen,

21, SOHO SQUARE, LONDON.

Dr. HASSALL, the great Analytical Chemist states in the *Lancet*, of February 4th, 1854 and in his Work on Food and its Adulterations, with reference to the Food Products chemically and microscopically examined by him.

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manufactures, which from their great superiority have become so universally celebrated, are obtainable from every respectable Provision Dealer in all parts of the world. Purchasers should insist upon having C. & B.'s genuine articles when they ask for them, as it is not unusual for unscrupulous dealers to substitute inferior preparations.

C. & B. invite special attention to the following, the quality of which is of the highest standard attainable.

PICKLES prepared in pure malt vinegar.

BOTTLED FRUITS for Tarts, Puddings, &c.

JAMS AND JELLIES, Marmalade, Fruits in Syrup, Crystalized Fruits. Prepared Calf's-feet and other table Jellies; Vanilla and other Creams.

PURE MUSHROOM CATSUP. Essence of Anchovies, Harvey's, Reading, Soho, Royal Table and other choice Sauces. Essence of Coffee. Flavouring Essences. White Wine Vinegar. Durham Mustard.

SALAD OIL, the finest imported.

POTTED MEATS, Anchovy Paste, Blloater Paste. Patent Preserved Hams, Cheese, Bacon, &c. Oxford and Bologna Sausages. *Yorkshire Game Patès, Yorkshire Pork Patès.* Mackarel in Sauce, Kippered Herrings, Pickled Salmon in Bottles, Fried Eels, Herrings a la Sardines. Blackwall Whitebait, Fresh Oysters, Asparagus, and a great variety of other table requisites and delicacies, particulars of which will be found in their detailed Lists.

C. & B. are Special Agents for LEA & PERRINS' WORCESTERSHIRE SAUCE, PHILIPPE & CANAUD'S SARDINES, SOYER'S SAUCES, RELISH AND AROMATIC MUSTARD, CARSTAIRS' SIR ROBERT PEEL'S SAUCE, GRIMWADE'S DESSICCATED MILK, and for MASSON'S FRENCH CHOCOLATE.

To guard against frauds, consumers of C. & B.'s Preparations should purchase only from those dealers on whom they can fully rely; and should be particular to have all bottles and jars destroyed when empty, and the labels defaced. Every article sent from the Manufactory, bears on its label the address,

CROSSE & BLACKWELL,
Purveyors to the Queen,
21, SOHO SQUARE, LONDON.

31ja-65 352

OSTEOEIDON.

PATENT, MARCH 1st, 1862.

MESSRS. GABRIEL'S Invention for supplying Artificial Mineral Teeth, with soft flexible gums, entirely dispensing with the use of springs, wires, or metallic fastenings, and especially adapted for warm climates.

MESSRS. GABRIEL,

THE OLD ESTABLISHED

DENTISTS,

Diploma 1815.

27, HARTLEY STREET, CAVENDISH SQUARE
and
34, LUDGATE HILL (over BENSON'S) LONDON
LIVERPOOL: 134, DUKE STREET.
BIRMINGHAM: 65, NEW STREET.

Parties at the extremity of the globe, by forwarding particulars as to the condition of their mouths, with an enclosure of One Guinea, will receive by return that which will enable them to take an impression of the mouth, so as to enable Messrs. G. to forward either a partial or complete set of Teeth.

GABRIEL'S CELEBRATED ODONTALGIQUE, for restoring and preserving the Teeth, 10s. 6d. and 21s. per bottle. Patent White Enamel for stopping Front Teeth, warranted never to change colour, 5s. and 10s. 6d. per packet; and the Gutta Percha 1s. 6d. per box.

GABRIEL'S Practical Treatise on the Teeth, which explains the numerous advantages obtainable by their patented method, may be had of their Agents, or will be furnished direct on receipt of Twelve Stamps.

26ma-65 389 March 26th, 1864

DRESSING CASES,

DESPATCH BOXES, TRAVELLING BAGS, &c.

PRIZE MEDAL, 1862.

TOULMIN and GALE,

Established One Hundred and Twenty-three Years,

MANUFACTURERS AND EXPORTERS.

Patent Indian Despatch Boxes, Dressing Cases, Travelling Bags, &c.,

7, NEW BOND STREET, W.

MANUFACTORY—SISE LANE AND BUCKLERSBURY, CITY, E.C.

15oc 411 London, 26th Feby., 1864.

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SHIPPING INTELLIGENCE.

ARRIVALS.

Date	Vessels.	Flag & Rig.	Tons	Captain.	From	Sailed	Cargo.	Consignees.
Sept 9	Volunteer	B. str.	143	Keer	Fuchau		General	Nichol Latimer and Co
.. 9	Kiangse	A. str.	547	Simmons	Ningpo	Sept 8	do	Russell and Co
.. 9	Fun-sin	B. str.	600	Rowe	Hankow	.. 7	do	Geo. Barnet and Co
.. 9	Rona	B. str.	784	Hutchinson	do	.. 7	do	Jardine, Matheson & Co
.. 9	Nepaul	B. str.	541	Wilkinson	Hongkong *		Mails, &c	E. Warden, Agt P. & O Co
.. 10	Fire Dart	A. str.	420	Armstrong	Ningpo			Augustine Heard and Co
.. 10	Whampoa	Br str	125	Batten	do			David Sassoon Sons & Co
.. 10	Moyune	A str.	1209	Briggs	Hankow			Fletcher and Co
.. 10	Kiangse	A. str.	574	Simmons	Ningpo			Russell and Co
.. 10	Sir Harry Parkes	B. str	541	Cult	Hongkong			Shaw, Brothers and Co
.. 12	E. W. Seyburn	A schr	393	Nye	Nagasaki	Sept 6	General	H. Fogg and Co
.. 12	J. W. Seaver	A. bark	259	Snow	Hakodadi	Aug 29	do	Oxford and Co
.. 12	Kaffir Chief	B. schr	186	James	Nagasaki	Sept 8	Lumber	Order
.. 12	Gwalior	B brig	366	Thomson	Ningpo	.. 10	Ballast	Fletcher and Co
.. 12	Castle How	B. brig	260	Trumble	Yokohama	.. 1	do	Johnson and Co
.. 12	Meta	Da sch	120	Mesheifen		Aug 23	Timber	Kunst, Röhl and Co
.. 13	Fusi-Yama	B. str.	2000	McQueen	Hankow			Dent and Co
.. 13	Birch Grove	B. bark	518	Byron	Sydney	July 15	Coals	Frazar and Co
.. 13	Monitor	A. str.	163	McCaslin	Nagasaki		General	H. K. Drake and Co
.. 13	Game Cock	A. ship	1395	Williams	San Francisco	.. 7	Ballast	Angel and Co
.. 13	Whampoa	B. str.	115	Batten	Ningpo	Sept 12		David Sassoon Sons & Co
.. 13	Ceres	Du. bk	356	Kelsezer	S. F'cow H'kg	Aug 20	Lumber	Allen and Co
.. 13	Fire Dart	A. str.	420	Armstrong	Ningpo			Augustine Heard and Co
.. 14	Kiangse	A. str.	574	Simmons	do			Russell and Co
.. 14	Kinkiang	A. str.	1065	Taylor	Hankow			Olyphant and Co
.. 14	Isabella	B. ship	1090	Koller	Hongkong	.. 28	General	Fletcher and Co
.. 14	Woodville	B. bark	361	Lawrence	Swatow	.. 29	Sugar	Lindsay and Co
.. 14	Hiderahein	Han. bk	344	Wilder	San Francisco	July 13	General	Russell and Co
.. 14	Burman	B. bark	318	Walker	Fuchau	Sept 6	Poles	Chapman, King and Co
.. 15	Pluto	B. str.		Preble	Yangtsze			Lindsay and Co
.. 15	Confucius	Chi. str		McCaslin	do			
.. 15	Oriflamme	A. str.	1204	Lane	Hankow	.. 12	General	Russell and Co
.. 15	Fire Dart	A. str.	420	Armstrong	Ningpo	.. 14		Augustine Heard and Co
.. 15	Mona	Br str	542	Bourn	Hongkong		do	Gibb, Livingston and Co
.. 15	Assam Valley	B. ship	1099		Calcutta	July 11	Rice	Blain, Tate and Co
.. 15	Tencrede	HIMS						

* With Mails.

DEPARTURES.

From the anchorage.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	Destination.	Cargo.	Despatched by
Sept 9	Corea	B. str.	410	Christiansen	Hongkong	C'ton, &c	E. Warden, Agent P. and O. Co
.. 9	Fire Dart	A. str.	420	Armstrong	Ningpo	Sun., &c	Augustine Heard and Co
.. 9	Kate Hastings	B bark	458	Homball	Newchwang	do	Tien Wo
.. 9	Amphitrite	Han bg	198	Schnabelius	do	Treasure	Kunst Röhl and Co
.. 9	Truro	B. bark	625	Heseltine	Manila	Ballast	Lindsay and Co
.. 9	Southern Cross	B. ship	668	Whit	London		Bradwell, Bloor and Co
.. 9	St George	Sia. bk	350	Andrews	Chefoo	Original	A. R. Tilby and Co
.. 9	Kiangse	A. str.	547	Simmons	Ningpo	Opi., &c	Russell and Co
.. 9	Finzel	B. bark	487	Murray	Liverpool	Tea, &c	Dow and Co
.. 10	John Banks	B. ship	640	Cobb	London	do	Fletcher and Co
.. 10	Osprey	H.M.S.					
.. 10	Georgiana	B. ship	466		Hankow	Original	Lindsay and Co
.. 10	Vulcan	Br str	123	Bunker	do	Ballast	Lindsay and Co
.. 10	Orion	Nor bk	302	Kundsen	Newchwang		Bourjau, Hübener and Co
.. 10	Magenta	A. ship	526	Jansurin	Nagasaki	Re-expts.	Russell and Co
.. 10	Whampoa	B. str.	115	Batten	Ningpo	Opium	David Sassoon, Sons and Co
.. 10	Fire Dart	A. str.	420	Armstrong	do	Ballast	Augustine Heard and Co
.. 10	Poyang	A. str	827	Blanchard	H'kow & Ports		Olyphant and Co
.. 10	Hupcong	A. str.	1339	Johnson	do		Russell and Co
.. 10	Nanzing	B. str	419	Morrison	Chefoo & T'tsin		Trautmann and Co
.. 10	Pluto	B str.		Preble			Lindsay and Co
.. 10	Heros	B. bark	494	Hardmeyer	Hongkong	Sun., &c	Oxford and Co
.. 10	Pembroke	B. str	243	Johnson	Nagasaki	do	Russell and Co
.. 12	Nepaul	B. str	541	Wilkinson	Yokohama	do	E. Warden, Agent P. and O. Co
.. 12	Castle	Br. bk	375	Gottlieb	Newchwang	Original	A. R. Tilby and Co
.. 12	Tun-sin	B. str	600	Rowe	Ningpo	do	Geo. Barnet and Co
.. 12	Courier	B bark	361	Greas	Yokohama		Geo. Barnet and Co
.. 12	Water Lily	B. brig	218	Towers	Nagasaki	Re-expts.	Angel and Co
.. 12	Kiangse	A. str.	574	Simmons	Ningpo	do	Russell and Co
.. 13	Fire Dart	A. str.	420	Armstrong	do	Opi., &c	Augustine Heard and Co
.. 13	Cleopatra	B. schr	199	Young	Yokohama	Sun., &c	Dow and Co
.. 14	Volunteer	B. str	143	Keer	Fuchau	do	Nichol Lamiter and Co
.. 14	Napoleon III	B. ship	780	Dobbie	London	Tea, &c	Smith, Kennedy and Co
.. 14	Brilliant	Sia. bk	300	Suziere	Newchwang	Opi., &c	A. R. Tilby and Co
.. 14	G. C. Love	B. schr	162	Fox	Yokohama	Re-expts.	A. R. Tilby and Co
.. 14	Whampoa	B. str.	115	Batten	Ningpo	Sundries	David Sassoon, Sons and Co
.. 14	Viola	Br str	684	Hooper	Hongkong	C'ton, &c	Jardine, Matheson and Co
.. 14	Kiangse	Am str	574	Simmons	Ningpo	Ballast	Russell and Co
.. 15	Rona	B. str.	784	Hutchinson	Yokohama	T'sure, &c	Jardine, Matheson and Co
.. 15	Moyune	A. str.	1209	Briggs	H'kow & Ports		Fletcher and Co
.. 15	Shanse	Am str	1006	Perkins	do		Russell and Co
.. 15	Fire Dart	A. str.	420	Armstrong	Ningpo	Re-expts	Augustine Heard and Co
.. 15	Promise	A. str.	590	Bain	Chefoo & T'tsin	Sun., &c	Smith, Kennedy and Co
.. 16	Oriflamme	A. str.	1204	Lane	Hongkong		Russell and Co

TUG BOATS PLYING FOR HIRE.

Name	Commander	Flag	Tons	Agents
Bunker Hill	Dobbyn	American steamer	63	Augustine Heard and Co
Defiance	Maddison	British steamer	114	A. R. Tilby and Co
Fei Yuen	Erickson			
Fokelin	Skene	British steamer	70	Captain Patridge
General Ward	Fuller	American steamer	70	Angel and Co
Hercules	Parks	British steamer		Wheelock and Co
Little Orphan	Benning	American steamer	160	Augustine Heard and Co
Martin White	Parker	American steamer	100	Frazar and Co
Pluto	Preble	British steamer		Lindsay and Co
Powerful	Ryder	Ham. steamer	50	Wm. Pustau and Co
Ta-Yung	Lawrence	British steamer	151	Shaw, Brothers and Co
Titan	Cooley	British steamer		Smith, Kennedy and Co

HULKS.

Name	Commander	Flag	Tons	Agents
Berwick Walls		(Floating Hospital)		
Bethel				
Georgiana		Chinese ship	466	Lindsay and Co
Melbourne		British barque	594	Shaw, Brothers and Co
Ngapuhi		British ship	513	Harbor Master
Nimrod		British barque	262	H. I. M.'s Customs
Phillip I	Oakman	American barque	293	
Pons Æile	Beaglehole	British barque	400	A. R. Tilby and Co
Ross				F. R. Gamwell
Samuel Stoddart				
Sea Horse				

SHIPPING IN HARBOUR AND AT WOOSUNG, SEPTEMBER 17, 1864.

MERCHANT STEAMERS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captains.	Consignees.	Destination.	Intended despatch
Anna	Aug 26	A. str.	63	Blanchard	H. Fogg and Co		
Bo-Peep	June 14	Chi. str	73	Cochran		*Laid up*	
Confucius	Sept 15	Chi. str		McCaslin			
Cricket	June 1	A. str.	81	McDonald		*Laid up*	
Elfin	July 28	B. str.	174	Thomas	Smith, Kennedy and Co	For Sale	
Emperor	Aug 27	B. str.	106	Todd	Jarvie, Thorburn and Co		
Enterprise		A. str.	107	Draper	H. Fogg and Co		
Faust		B. str.			Jardine, Matheson and Co		
Fei-ma	Sept 8	B. str.	121	Buckland	Moses and Co		
Firefly					Chinese Government		
Foh-kien	May 30	B. str.	923	Johnson	Russell and Co	Repairs	

MERCHANT STEAMERS.—*Continued.*

Vessels.	Date of Arrival	Flag & Rig	Tons	Captain.	Consignees.	Destination.	Intended despatch
Fusi-Yama	Sept 13	B. str.	2000	McQueen	Dent and Co	H'kow & Ports	To-day
Ganges	Aug 31	B. str	742	Bernard	E. Warden, Agent P. and O. Co	Hongkong *	21st inst
Grete		Pru. str		Hoffmann	Wm. Pustau and Co		
Hydaspe	Sept 2	Fr str	680	Armstrong	Messageries Imperiales	Hongkong *	To-day
Kiang-loong	Aug 15	A. str.	945	West	Augustine Heard and Co		
Kinkiang	Sept 14	A. str.	1065	Taylor	Olyphant and Co	H'kow & Ports	20th inst
Little Mary	May 21	B. str.			Lamond		
Mandarin	June 27	B. str.	93	Bissen	J. H. Wignall and Co		
Mercury	June 28	B. str.		Baynton	Reid and Co	Fuchau	Early
Mona	Sept 15	B. str.	542	Bourn	Gibb, Livingston and Co		
Monitor	Sept 13	A. str.	163	McCaslin	H. K. Drake and Co	Nagasaki	20th inst
Poushan	July 23	Chi. str		Hoare	Chinese		
Postung	Mar 30	B. str.	312	Burmester	Byrne and Co.	Dock	
Rose	June 20	A. str.					
Shandon	May 9	B. str.	114		Moses and Co		
Shooey-leen	Sept 6	B. str.	492	Mann	Dow and Co		
Sir Harry Parkes	Sept 10	B. str.	541	Cult	Shaw, Brothers and Co	Chefoo	cld 16 inst
South Western	Aug 27	B. str.		Messeroy	Turner and Co		
Sycee	May 30	B. str	83		J. H. Wignall and Co		
Tan-wah	Feb 19	A. str.	145				
Taatlee	Feb 19	A. str.	60	Lowell	Russell and Co		
Wan-Loong-Fei		B. str.	600	Robb	Geo. Barnet and Co		
Waratah	Feb 9	B. str.	256	Harris	Moses and Co		
Willamette	July 21	Chi. str			P. Conklin		
Wokee	Sept 3	B. str.	411	Orkney	Dow and Co	Y'ma & H'dadi	20th inst

36 *Steamers.*]

* With the Mails for Europe.

MERCHANT VESSELS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captain.	Consignees.	Destination	Intended despatch
Abora	June 28	B. schr					
Aerolite	Aug 17	B. ship	911	Alleyne	Smith, Kennedy and Co	Liverpool	Early
Adeline	Aug 22	B. brig	235	Bonnsly	A. R. Tilby and Co	Newchwang	20th inst
Agincourt	Aug 2	B. ship	794	Winchester	Gibb, Livingston and Co	London	Early
Alexandra	Aug 2?	Da. sch	195	Ischerssih	Wm. Pustau and Co	Tientsin	Early
Alice	Aug 17	B bark		Rowe	H. B. Cama and Co		
Alice	Sept 8	Swe. bk	343	Heinod	Oxford and Co		
America	Aug 29	Bre. bk	444	Koper	Kunst, Röhl and Co	Newchwang	Early
Amoy Trader	Sept 3	B schr	109	Wricke	Nichol Latimer and Co	For Sale	
Ann Helen	Sept 1	A. ship	985	Moiris	Bourjau Hübener and Co		
Arabia	Aug 21	B. ship	840	Henderson	Cama and Co		
Argonaut	Aug 20	Du. bk	351	Dreher	T. Kroes and Co		
Ariadne	July 1?	B. bark	706	Barnes	Smith, Kennedy and Co	Liverpool	Early
Ark	May 21	A. bark	266	Loce	Augustine Heard and Co		
Ashmore	Sept 7	B. bark	450	Jenkins	Dow and Co		
Assam Valley	Sept 15	B. ship	1099		Blain, Tate and Co		
Aurelia	Aug 2	B. bark	525	Wilson	E. Warden, Agent P. and O. Co		
Avondhu	Aug 11	B. bark	327	Davie	Hogg Brothers	London	Early
Baron Kelner	Aug. 1	Aus. bk	381	Coitch	Siemssen and Co	Newchwang	Early
Beemah	July 22	B ship	887	Johnson	Gilman and Co	London	Early
Belle		B. schr	115				
Birch Grove	Sept 13	B. bark	518	Byron	Frazar and Co		
Bouqeyran	Aug 2?	Fr bk	369	Freger	Cheng Ho and Co	Hongkong	Early
Burman	Sept 14	B. bark	318	Walker	Chapman, King and Co		
Canadian	Aug 2?	B ship	714	Russell	Turner and Co		
Carita	Sept	Old bg	28?	Pearch	Wm. Pustau and Co		
Carrizal	Aug.	A. bark	598	Jay	Smith, Kennedy and Co		
Castle How	Sept 12	B. brig	260	Trumble	Johnson and Co		
Catalpa	Aug 1?	A bark	24?	Stevens	Allen and Co		
Canvas Back	Sept ?	A ship	74?	Sunduron	Russell and Co		
Ceres	Sept 13	Du. bk	35?	Kelsezer	Allen and Co		
Clara Babuyan	Aug ?	B. bark	35?	?rrington	Frazar and Co		
Cleveland	Aug 15	B. bark	46?	Bannister	Bourjau, Hubener and Co		
Cobang	Aug 18	B bark	357	Ackers	A. R. Tilby and Co		
Codabux	July 31	B. ship	1256	Brady	H. B. Cama and Co	Hongkong	Early
Concurrent	July 16	Da. bk	239	Iwersen	Wm. Pustau and Co	Repairs	
Constance	Aug 4	B bark	534	Smith	Fletcher and Co		
Coringa	Apr 21	B. ship	888	Hubbard	Olyphant and Co	Liverpool	Early
Countess Russell	Aug 1?	B. ship	965	Thompson	Fletcher and Co	London	Early
Daniel Webster		A. schr	77		(Pilot's cruising ground)		
David McIver	June 16	B ship	868	Gaze	Smith, Kennedy and Co	Liverpool	Early
Delhi	Aug 3	B ship	675	Sanderson	Smith, Kennedy and Co		
Demetrio Fario	Aug 4	Aus. bk			Wheelock and Co	Hongkong	Early
Denis Horton	Aug 9	B. bark	706	Mullen	Wm. Pustau and Co	Liverpool	Early
Diligentia	Sept 3	B. ship	650	Poter	Johnson and Co		
D. F. Weber, Sr.	Aug 5	Ha. sh	618	Lieth	Wm. Pustau and Co	Hongkong	Early
E. Ronneberg	Aug 29	Ha. bk	395	Donesen	Oxford and Co		
E. W. Seyburn	Sept 12	A. schr	393	Nye	H. Fogg and Co		
Eclipse	Aug 25	Swe bk	360	Agren	Wm. Pustau and Co		
Edith Rose	July 18	A. bark		Wattington	Olyphant and Co	San Francisco	22d inst
Ee-Lee	Aug. 1	Sia bk	300	Pounsbery	A. R. Tilby and Co		
Falcon	Aug 7	B. bark	337	Backer	Dent and Co		
Fiorella	July 28	A. ship	800	Peabody	Olyphant and Co		
Game Cock	Sept 13	A. ship	1395	Williams	Angel and Co		
Garland	Sept 7	B. schr	103	Carter	Allen and Co	H'dadi & Y'ma	To-day
General Morgan	Aug 26	A. schr	138	Lane	Frazar and Co		
Geo Becker	Sept 6	Mec. bk	107	Behnck	Oxford and Co		
Glimpse	Aug 2	A. bark	438	Winding	Johnson and Co	Puget Sound	cld 14 inst
Gottorp	Aug 22	Old. sh	719	Kierlscha	Wm. Pustau and Co		
Gwalior	Sept 12	B. brig	366	Thomson	Fletcher and Co	For Sale	
Halcyon		Re.cut					
Her Majesty	Aug 17	B. ship	1112	Seymour	Gibb, Livingston and Co	Liverpool	Early
Hiderahein	Sept 14	Han. bk	344	Wilder	Russell and Co		
Isabella	Sept 14	B. ship	1090	Koller	Fletcher and Co		
James Miller	Aug 10	A. schr	471	Corbonett	Angel and Co		
J. Stanton Junr	July 6	B. ship	724	Johns	Russell and Co		
J. W. Seaver	Sept 12	A. bark	259	Snow	Oxford and Co		
James Russel	Aug 24	B. ship	678	Griffith	Hogg Brothers		
Kaffir Chief	Sept 12	B. schr	186	James	Order		
Kirkland	Aug 22	B. bark	295	Colledge	Tuksing and Co		
L. Andersola	Aug 19	Fr bk	420	Coppermoulen	Nichol Latimer and Co		
Lady McNaght'n	July 6	B. ship	570		Geo. Barnet and Co		
Leichardt	June 28	B ship	589	Gething	Fletcher and Co	London	Early
Lizzy Allen	Aug 29	B. schr	325	Staples	Lindsay and Co	Hakodadi	cld 16 inst
Mandarin	Sept 6	Nor. bk	218	Kudstad	Wheelock and Co		
Masavi	Aug. 1	B. bark	439	Anderson	David Sassoon, Sons and Co	London	Early
Mary Crocker	July 7	B. bark	573	Stuber	H. B. Cama and Co		
Mermaid	Aug 2	B bark	461	Gibson	A. R. Tilby and Co		
Meta	Sept 12	Da. sch	120	Mesheifen	Kunst, Röhl and Co		
Nabob	July 6	A. bark	535		Olyphant and Co		
Nancise	Aug 31	Da bg	189	Hellfritz	Oxford and Co		
Nora Greame	Aug 2	B. ship	1061	Bake	Hogg Brothers	Liverpool	Early
O'Thyen	Aug 27	Old. sh	600	Addiks	Bourjau, Hubener and Co	For Sale	
Ottilie	Sept 2	Han. bk	545	Schrame	A. Ellissen and Co		
Padang Pandjang	July 4	Du. bk	523	Kehling	T. Kroes and Co		
Pallas	Aug 6	Bre. bk	49?	Hartmann	Russell and Co		
Palawan	Aug 6	B. ship	694	Page	Lindsay and Co		
Petua	Aug. 1	B. bark	325	Lewis	Dent and Co	Liverpool	Early
Prince of Wales	Aug 4	B. schr	23?	Crabble	Dow and Co	New York	Early
Providence	Aug 14	B. bark	316	Lee	Dow and Co	Liverpool	Early
Pudel	Aug 31	Ha. bk	388	Kalckloser	Turner and Co		
Queen of Nations	July 22	B. ship	846	Mitchell	Smith, Kennedy and Co	London	Early
Queen of the East	July 31	B. ship	85?	Rees	Smith, Kennedy and Co		
Queen of the Ocean	July 23	B ship	671	Ellison	Order		
Quick	Aug 28	B. brig	230	Vibert	Kunst Röhl and Co	Hakodadi	cld 15 inst
Quivive		B. schr	107	Brown	David Sassoon, Sons and Co		
Recife	July 31	B. bark	481	Douglas	Blain, Tate and Co		
Rifle	Sept 5	B. bark	324	Elliot	Chapman, King and Co	London	Early
Rigi	Aug 21	Fr bk	400	Pontac	Vaucher, Frères	Repairs	
Rolla	July 3	B. brig	144	Roberts	Hogg Brothers		
Roodee	Aug 2	B. ship	1035	Shelford	A. R. Tilby and Co	Liverpool	Early
Sagitta	Aug 29	Du. bk	278	Bakker	T. Kroes and Co		
Sailor Home	Aug 31	B ship	1210	Bryant	D. Khakoo and Co	Liverpool	Early
Sarah Newman	June 16	A. ship	900	Cobb	Augustine Heard and Co		
Sarah Newman	July 2	B. ship	1009	Thomas	Johnson and Co	London	Early
Savoir Faire	Aug 4	B. ship	1396	Melkee	Oxford and Co	Liverpool	Early
Sebastopool	Mar 16	B. ship	934	Lowther		*Laid up*	
Shooting Star	July 6	Sia. bk	618	Bruan	A. R. Tilby and Co	Chefoo	cld 15 inst
Silas Greenman	June 20	Sia. sh	733	Webber	Kunst, Röhl and Co		
Southern Empire	June 16	B. ship	1142	Dunlop	Dadabhoy and Co	Liverpool	Early
Speedwell	Aug 24	Han. bk		Hick	Jardine, Matheson and Co		
Spirit of the Deep	Aug 21	B. ship	627	Hewitt	Jardine, Matheson and Co		
Springwood	Aug 21	B. ship	990	Smith	Johnson and Co		
Tofts-Comb	June 19	B. ship	673	McPhun	Hogg Brothers	London	lindt
Tory	Aug 15	B. bark	451	Harroe	Cama and Co	For Sale	
Tycoon	July 30	B. bark	271	Burdis	A. R. Tilby and Co		
Waverley	July 1	B. ship	909	Putt	A. Ellissen and Co	London	cld 16 inst
White Eagle	Sept 2	B. ship	993	Williams	Olyphant and Co		
Woodville	Sept 14	B. bark	361	Lawrence	Lindsay and Co		
Wreckem	June 18	B. schr	148				
Yarstilda	July 2	B. ship	720	Donough	Lindsay and Co	London	Early

121 *Vessels.*]

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